



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**



# SDR

Service Difficulty Reporting

## February 15, 1998 - February 21, 1998 Summary

AIR CARRIER, ZAC-326

*You can improve Air Safety by reporting the problem when you see it!*

---

### SECTION

- I Significant Occurrence Report
- II Domestic Service Difficulty Report
- III International Service Difficulty Report
- IV Index By Operator
- V Index By Aircraft Make and Model
- VI Joint Aircraft System/Component Code Table

ISSUE: 98-08



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# **SDR SUMMARY**

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

**<http://www.mmac.jccbi.gov/afs/afs600>**

**“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”**

Comments are welcomed and may be directed to:

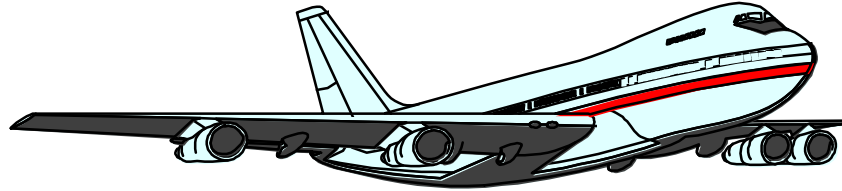
*Federal Aviation Administration  
Aviation Data Systems Branch, AFS-620  
P.O. Box 25082  
Oklahoma City, OK 73125-5029  
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

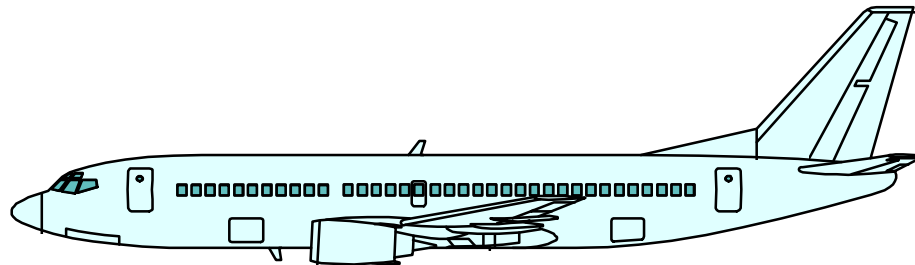
**[john\\_e\\_jackson@mmacmail.jccbi.gov](mailto:john_e_jackson@mmacmail.jccbi.gov)**

**[james\\_gillespie@mmacmail.jccbi.gov](mailto:james_gillespie@mmacmail.jccbi.gov)**

**[blake\\_mcdonald@mmacmail.jccbi.gov](mailto:blake_mcdonald@mmacmail.jccbi.gov)**



# **SIGNIFICANT OCCURRENCE REPORT**





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

## **THE SIGNIFICANT OCCURRENCE REPORT**



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

# SIGNIFICANT OCCURRENCE REPORT

2/15/98 - 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7230		AEROSP ATR42*	PWA PW120		PWA	ENGINE	FAILED NR 4 BEARING	546	3/10/92 CA920414717
*****	(CAN) WHILE IN CRUISE, TORQUE WENT TO ZERO. PILOT RETARDED POWER LEVER TO IDLE BUT ITT INCREASED TO 1010 DEGREES CELSIUS. CONDITION LEVER RETARDED TO FEATHER, THEN ENGINE PARAMETERS RETURNED TO NORMAL. ENGINE WAS THEN SECURED. THIS ENGINE WAS REPAIRED AT PWC FOR NR 4 BEARING FRACTURE AT TSN 143 HOURS. ENGINE WILL BE SENT TO PWC FOR INVESTIGATION. PART TC: 734.								
7603	642NW	BOEING	PWA			CABLE	DISCONNECTED	1802	2/9/98
NWAA	21942	747212B	JT9D7Q			250673	NR 4 ENGINE	1802	9802586642
*****	ON TAKEOFF ROLL (PEK), THE NR 4 ENGINE DID NOT RESPOND TO POWER LEVER MOVEMENT AND THE TAKEOFF WAS ABORTED. MAINTENANCE FOUND THE POWER LEVER PUSH/PULL CABLE DISCONNECTED AT THE CABLE DRUM IN THE STRUT AREA. REPLACED THE CABLE DRUM. OPERATIONAL CHECK NORMAL.								
3213	961JC	BRAERO				SIDE STAY SPRING	FAILED		1/23/98
JGVR	258062	BAE125800A				25UM403A	MLG UPPER		98ZZZX729
*****	COULD NOT OBTAIN CLEARANCE BETWEEN CAM FACE AND ROLLER WHEN MLG SIDE STAY WAS FOLDED. FOUND SIDE STAY SPRING STRUT WAS NOT ALLOWING FULL SLOT TRAVEL. REMOVED SPRING STRUT, DISASSEMBLED AND FOUND SPRING COIL IN SPRING STRUT HAD CORRODED INTO TWO PIECES CAUSING IMPROPER OPERATION OF SPRING STRUT. SUGGEST THAT SPRING STRUT BE REMOVED, CLEANED, INSPECTED, LUBBED, AND REINSTALLED AT A MORE FREQUENT INTERVAL THAN 4,000 LANDINGS. SUGGEST AN INSPECTION OF 600 HOURS OR 24 MONTHS. LANDINGS, 2,150.								
2710	650Z	CESSNA				CABLE	WORN	6833	1/5/98
	6500108	650				626010613	RT WING		98ZZZX705
*****	RIGHT WING AILERON CABLE (OUTBOARD, AFT) WORN THROUGH CLAD. FOUND DURING OPERATION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HOUR CABLE CHANGE, ALL PRIMARY CONTROL SURFACES.								
2710	650Z	CESSNA				CABLE	FRAYED		1/5/98
	6500108	650				626010616	RT AIL WS 88		98ZZZX704
*****	RIGHT WING AILERON CABLE, (INBOARD, FORWARD) HAS BROKEN WIRES IN SEVERAL STRANDS AT CABLE PULLEYS WS 88.00. FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HOUR CABLE HCANGE, ALL PRIMARY CONTROL SURFACES.								
2710	150F	CESSNA				CABLE	FRAYED	63524	1/5/98
	6500150	650				626010625	RT AIL WS 175		98ZZZX700
*****	RIGHT AILERON CABLE, (OUTBOARD FORWARD) AT CABLE PULLEYS WS 175.63 (PLUS OR MINUS) HAS BROKEN WIRES IN STRAND. FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HR CABLE CHANGE, ALL PRIMARY CONTROL SURFACES.								
2710	150F	CESSNA				CABLE	FRAYED	6524	1/5/98
	6500150	650				626010616	RT AIL WS 88		98ZZZX699
*****	RIGHT AILERON CABLE (INBOARD FOWARD) AT CABLE PULLEYS WS 88.00. BROKEN WIRES IN THREE STRANDS. FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800 HOUR CABLE CHANGE, ALL PRIMARY SURFACES.								
2710	150F	CESSNA				CABLE	FRAYED	6524	1/5/98
	6500150	650				626010613	RT AIL WS 175		98ZZZX698
*****	RIGHT WING AILERON CABLE, OUTBOARD, AFT HAS BROKEN WIRES IN STRAND AT CABLE PULLEY WS 175.63 (PLUS OR MINUS). FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HOUR CABLE CHANGE, ALL PRIMARY CONTROL SURFACES.								
2710	175J	CESSNA				CABLE	FRAYED	5976	1/5/98
	6500168	650				626010616	RT AIL WS 88		98ZZZX703
*****	RIGHT WING AILERON CABLE (INBOARD FORWARD), HAS BROKEN WIRES IN ONE STRAND AT CABLE PULLEYS WS 88.00. FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HOUR CABLE CHANGE, ALL PRIMARY CONTROL SURFACES.								

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## SIGNIFICANT OCCURRENCE REPORT (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2710	175J	CESSNA				CABLE	FRAYED	5697	1/5/98
	6500168	650				626010625	RT AIL WS 175		98ZZZX702
*****	RIGHT WING AILERON CABLE, (OUTBOARD, FORWARD), HAS BROKEN WIRES IN STRAND AT CABLE PULLEY WS 175.63 (PLUS OR MINUS). FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HOUR CABLE CHANGE, ALL PRIMARY CONTROL SURFACES.								
2710	175J	CESSNA				CABLE	FRAYED	5697	1/5/98
	6500168	650				626010613	RT AIL WS 175		98ZZZX701
*****	RIGHT WING AILERON CABLE, (OUTBOARD, AFT) HAS BROKEN WIRES IN STRAND AT CABLE PULLEY WS 175.63 (PLUS OR MINUS). FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HOUR CABLE CHANGE, ALL PRIMARY CONTROL SURFACES.								
3610	14075	DOUG	GE			DUCT	SEPARATED		2/6/98
CALA	46922	DC1030	CF650C2			9057M84G02	NR 1 ENGINE		CALA9800208
*****	THE NR 1 ENGINE HAD A FIRE WARNING AFTER TAKEOFF FROM IAH. THE AIRCRAFT WAS RETURNED TO IAH WHERE IT LANDED WITHOUT INCIDENT. INITIAL FINDINGS REVEALED NR 1 ENGINE 14TH STAGE DUCT SEPARATION. THE AIRCRAFT WAS TAKEN OUT OF SERVICE FOR REPAIR. THE 14TH STAGE DUCT WAS REMOVED AND REPLACED. IN ADDITION, THE ENGINE WAS BOROSCOPED DUE TO HIGH EGT EXPERIENCED AND NO DAMAGE WAS FOUND. AN ENGINE RUN WAS PERFORMED AND OPERATION CHECKED GOOD.								
6122		EMB	PWA	HAMSTD	HAMSTD	TRANSFER TUBE	WORN	3847	3/6/92
		EMB120	PW118	14RF9		78249012	PROP CONTRL UNIT		CA920316701
*****	(CAN) ON CLIMB-OUT, AN UNCOMMANDED TORQUE INCREASE AND NP DECREASE WAS EXPERIENCED. ENGINE WAS SECURED AS THE TORQUE REACHED 110 PERCENT. INSP REVEALED PROPELLER TRANSFER TUBE COULD ONLY BE ROTATED COUNTERCLOCKWISE TOWARDS FEATHER, APPARENTLY DISENGAGED FROM PCU. THE PCU WAS REMOVED AND INSP REVEALED THE BALL SCREW FEMALE SPLINES WERE WORN APPROXIMATELY ONE-THIRD OF THE CIRCUMFERENCE. PCU (PROP CONTROL UNIT) WAS REPLACED AND ACFT RETURNED TO SERVICE. HAMILTON STANDARD FLIGHT TESTING ANALYSIS SHOWED NO ANOMOLIES.								
2750	843HS	GULSTM				VALVE	FAILED	2379	1/21/98
	496	G1159A				1159SCH2101	FLAP OVERRIDE		98ZZZX730
*****	DURING OPERATIONAL CHECKS FOLLOWING MAINTENANCE, THE FLAP MANUAL OVERRIDE LEVER COULD NOT BE MOVED. TROUBLESHOOTING REVEALED THAT THE FLAP 4-WAY, 3-POSITION, MANUAL OVERRIDE INPUT SHAFT WAS SEIZED. REPLACED THE VALVE WITH AN OVERHAULED ASSEMBLY. OPERATION OF THE REPLACEMENT VALVE WAS FOUND SATISFACTORY.								
3240	1900W	GULSTM				BRAKE LINE	CRACKED	1430	2/2/98
	1124	GIV				1159H40016079	LT MLG		98ZZZX731
*****	LEFT MAIN LANDING GEAR BRAKE LINE CRACKED AT THE UPPER FITTING AT THE END OF THE PERMASWAGE CRIMP. THE LINE WAS CRACKED APPROXIMATELY ONE-HALF THE CIRCUMFERENCE. SUSPECT FROM VIBRATION. SUBMITTER STATED THE LINE NEEDS ADDITIONAL SECURING CLAMPS. CYCLES, 996.								
(End of SIGNIFICANT OCCURRENCE REPORT)									

**FEDERAL AVIATION ADMINISTRATION**  
**SIGNIFICANT OCCURRENCE REPORT INDEX**

Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 2/15/98 To 2/21/98

<u>PART NUMBER</u>			<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
<b>1159H40016079</b>														
BRAKE LINE	GIV	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
<b>TOTAL of # 1159H40016079</b> - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
<b>1159SCH2101</b>														
VALVE	G1159A	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
<b>TOTAL of # 1159SCH2101</b> - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
<b>250673</b>														
CABLE	747212B	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
	747227B	<u>1</u>	-	-	-	-	-	-	1	-	-	-	-	-
CONTL CABLE	747227B	<u>1</u>	-	-	-	-	-	-	1	-	-	-	-	-
PWR LEVER CABLE	747251B	<u>1</u>	-	-	-	-	-	-	1	-	-	-	-	-
THROTTLE CONTROL	747251B	<u>1</u>	-	-	-	-	-	-	1	-	-	-	-	-
<b>TOTAL of # 250673</b> - - - - -		<u>5</u>	-	-	-	-	-	-	4	-	-	-	-	1
<b>25UM403A</b>														
SIDE STAY SPRING	BAE125800A	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
<b>TOTAL of # 25UM403A</b> - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
<b>5045010</b>														
TORQUE TUBE	401	<u>1</u>	-	-	-	-	-	-	-	-	-	1	-	-
<b>TOTAL of # 5045010</b> - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	1	-	-
<b>626010613</b>														
CABLE	650	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
<b>TOTAL of # 626010613</b> - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
<b>626010616</b>														
CABLE	650	<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1
<b>TOTAL of # 626010616</b> - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	-	-	1

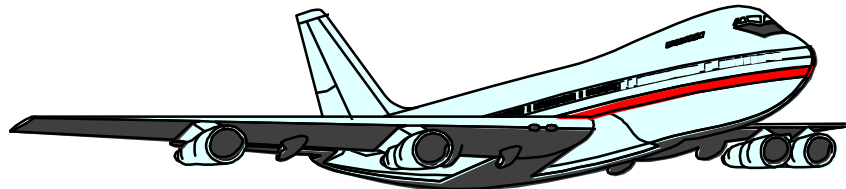
**FAA SIGNIFICANT OCCURRENCE REPORT INDEX 2/15/98 To 2/21/98 (cont'd)**

<u>PART NUMBER</u>		<u>YEAR</u>													
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	
626010625															
CABLE	650	1	-	-	-	-	-	-	-	-	-	-	-	1	
TOTAL of # 626010625 -----		1	-	-	-	-	-	-	-	-	-	-	-	1	
78249012															
CONTROL	EMB120RT	1	-	-	-	-	1	-	-	-	-	-	-	-	
CONTROL UNIT	EMB120	2	-	-	-	-	1	1	-	-	-	-	-	-	
PCU	EMB120	1	-	-	-	1	-	-	-	-	-	-	-	-	
	EMB120RT	7	-	-	-	-	1	1	1	1	1	1	1	-	
PITCH CONTL UNIT	EMB120RT	1	-	-	-	-	-	1	-	-	-	-	-	-	
PITCH CONTROL	EMB120RT	2	-	-	-	-	-	1	1	-	-	-	-	-	
PITCH CONTROL UN	EMB120RT	1	-	-	-	-	-	1	-	-	-	-	-	-	
PROP CNTRL UNIT	EMB120RT	1	-	-	-	-	-	-	1	-	-	-	-	-	
PROP CONT UNIT	EMB120RT	1	-	-	-	-	-	-	1	-	-	-	-	-	
PROP CONTL UNIT	EMB120	2	-	-	-	-	1	1	-	-	-	-	-	-	
	EMB120RT	2	-	-	-	-	-	1	1	-	-	-	-	-	
PROP CONTROL	EMB120RT	1	-	-	-	-	-	1	-	-	-	-	-	-	
SERVO SHAFT	EMB120RT	1	-	-	-	-	-	-	1	-	-	-	-	-	
TRANSFER TUBE	EMB120	1	-	-	-	-	-	-	-	-	-	-	-	1	
UNIT	EMB120	1	-	-	-	1	-	-	-	-	-	-	-	-	
TOTAL of # 78249012 -----		25	-	-	-	2	4	8	6	1	1	1	1	1	
9057M84G02															
DUCT	DC1030	1	-	-	-	-	-	-	-	-	-	-	-	1	
TOTAL of # 9057M84G02 -----		1	-	-	-	-	-	-	-	-	-	-	-	1	

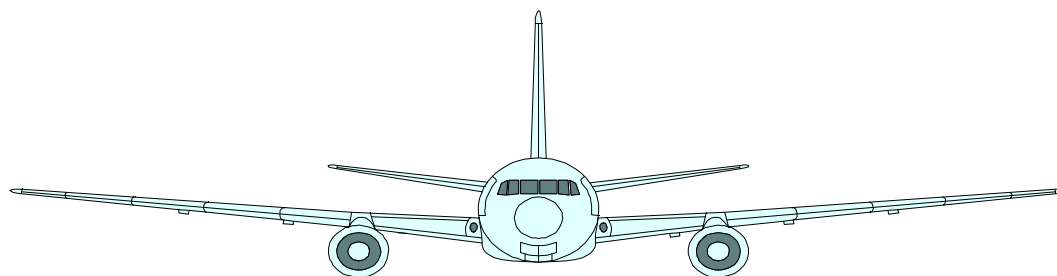


FAA SIGNIFICANT OCCURRENCE REPORT INDEX 2/15/98 To 2/21/98 (cont'd)

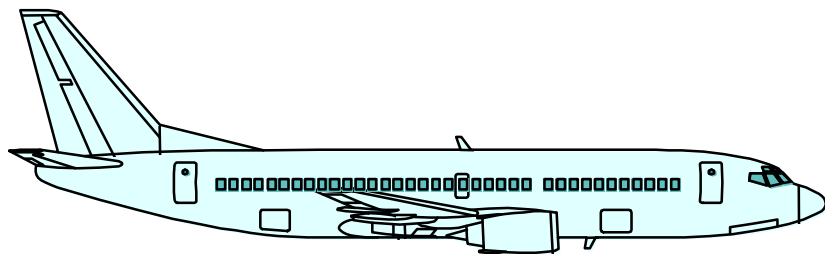
<u>PART NUMBER</u>		<u>YEAR</u>												
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
TOTAL for ALL (28) PART NUMBERS: - - - -		38	-	-	-	2	4	8	10	1	1	2	1	9
END OF SIGNIFICANT OCCURRENCE REPORT INDEX														



**DOMESTIC**



**SERVICE DIFFICULTY REPORT**



**DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY****2/15/98 - 2/21/98    ISSUE: 98-08    ZAC-326**

<b>ATA OPER</b>	<b>REG. NO SERIAL NO</b>	<b>ACFT MAKE ACFT MODEL</b>	<b>ENG MAKE ENG MDL</b>	<b>PROP MAKE PROP MDL</b>	<b>COMP MFG COMP MDL</b>	<b>PART NAME PART NUMBER</b>	<b>PART COND PART LOC.</b>	<b>TT TSO</b>	<b>DIFF. DATE OPER CONT NO</b>
5330 SIMA	424MQ 045	AEROSP ATR42300				SKIN S5337131101260	PUNCTURE FUSELAGE	1/29/98	SIMA980291
SAW - MAINTENANCE DISCOVERED A SMALL HOLE IN THE FUSELAGE JUST AFT OF THE RIGHT ICE SHIELD. MAINTENANCE REPAIRED THE ONE INCH PUNCTURE BETWEEN FRAME 22 AND 23 AND BETWEEN STRINGER 13 RIGHT AND 14 RIGHT IAW SRM 53-00-00 PAGE 410 FIGURE 403. A/C RETURNED TO SERVICE. (M)									
3233 SIMA	355AT 355	AEROSP ATR72212				ACTUATOR D232130001	FAILED LT MLG	2/2/98	SIMA980332
DFW - FLT 3521 - AFTER TAKEOFF BOTH MAIN GEARS INDICATED UNLOCKED WITH GEAR SELECTED UP, SELECTED GEAR DOWN, GOT 3 GREEN LIGHTS. RETURNED TO DFW LANDING WITHOUT INCIDENT. MAINTENANCE CHECKED ELECTRICAL SYSTEM WITH NO DISCREPANCIES NOTED, CHECK MAIN GEAR ACTUATORS. FOUND LEFT ACTUATOR INTERNAL LEAKING. R/T'D LEFT ACTUATOR AND PERFORMED RETRACTION TEST SATISFACTORILY, ALSO PERFORMED FLT FLEET SATISFACTORILY PRIOR TO RETURNING A/C TO SERVICE. (M)									
3320 SIMA	288AM 288	AEROSP ATR72212				POWER MODULE 83S0558800	FAILED CABIN	1/24/98	SIMA980241
CRP - FLT 3829 - PASSENGERS REPORTED A BURNT SMELL AND SMOKE NEAR ROW 9. FLT CREW PULLED C/B MAINTENANCE FOUND TRANSFORMER ON 11 AB BURNED. DISCONNECTED TX FROM POWER SOURCE. ISSUED MEL 25-19 AND RETURNED A/C TO SERVICE. R/T'D READING LIGHT POWER MODULE AT ROW 11 AB. PERFORMED OPERATIONAL CHECK SATISFACTORILY. REMOVED MEL AND RETURNED A/C TO SERVICE. (M)									
5315 ASOA	642AS 395	AEROSP ATR72212				FLOOR BEAM S5367240620801	CORRODED FUSELAGE	12/23/97	98ZZZX747
SAW - DURING C-CHECK, MAINTENANCE REPORTED FLOOR BEAM ATTACHING TO FRAME 36 IS CORRODED WHERE NUTPLATES ATTACH ON RIGHT SIDE. REPLACED FLOOR BEAM IAW SRM 530000. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 8,498.8 HOURS. ACFT TC: 9,374.									
5315 ASOA	642AS 395	AEROSP ATR72212				FLOOR BEAM S53572505200	CRACKED FUSELAGE	8489	12/26/97 ASOA97073
DURING SCHEDULED MAINTENANCE, FOUND CRACKED FLOOR BEAM AT FRAME 26. INSPECTED FLOOR BEAM AT FRAME 26 IAW A 1(R) FAX QS/ET603.4237/97, AND EO 72-53-0024, SPECIFICATIONS FOR INSPECTION AT C-CHECK AND RE-INSPECTION EVERY 750 FLIGHTS. (X)									
5320 ASOA	642AS 395	AEROSP ATR72212				CHORD S5367125722151	CORRODED FUSELAGE	12/23/97	98ZZZX757
SAW - DURING C-CHECK, MAINTENANCE REPORTED RT OUTER CHORD AT STR 17 BETWEEN FRAMES 35-39 CORRODED. REPLACED OUTER CHORD IAW SRM 512502. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 8,498.8 HOURS. ACFT TC: 9,374.									
5320 ASOA	642AS 395	AEROSP ATR72212				SUPPORT S53678009201	CORRODED FUSELAGE	12/23/97	98ZZZX756
SAW - DURING C-CHECK, MAINTENANCE REPORTED FLOOR SUPPORT CORRODED BEYOND LIMITS BETWEEN FRAMES 36-38 RT. REPLACED FLOOR SUPPORT IAW SRM 512500. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 8,498.8 HOURS. ACFT TC: 9,374.									
5320 ASOA	642AS 395	AEROSP ATR72212				SUPPORT S5368953400401	CORRODED CARGO COMPT	12/23/97	98ZZZX746
SAW - DURING C-CHECK, MAINTENANCE REPORTED ACFT BAGGAGE SUPPORT ASSY CORRODED BEYOND LIMITS. INSTALLED NEW SUPPORT ASSY IAW SRM 512503. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 8,498.8 HOURS. ACFT TC: 9,374. (X)									
5320 ASOA	642AS 395	AEROSP ATR72212				SUPPORT S5367800812602	CORRODED CARGO COMPT	12/23/97	98ZZZX755
SAW - DURING C-CHECK, MAINTENANCE REPORTED ACFT CARGO Z-MEMBER CORRODED. INSTALLED NEW Z-MEMBER IAW SRM 512903. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 8,498.8 HOURS. ACFT TC: 9,374.									

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5347 ASOA	642AS 395	AEROSP ATR72212				SEAT TRACK S5367801246	CORRODED FUSELAGE	8489	12/26/97 98ZZZX744
DURING SCHEDULED MAINTENANCE, FOUND CORROSION ON SEAT TRACKS BETWEEN FRAMES 23 AND 36. REPLACED AND SPLICED SEAT TRACKS AS NEEDED IAW EO 72-53-0025 AND SRM CHS 51-21-17, 27, 31, 51-22-02, 51-25-01, 02, 53-53-00, AND MIL-HBDK-5, 8.1, 8.1.5, AND 8.1.6. REF: OPERATOR CONTROL NRS ASOA97071 AND 98ZZZX745.									
5347 ASOA	642AS 395	AEROSP ATR72212				SEAT TRACK S53570203200	CORRODED FUSELAGE	8489	12/26/97 98ZZZX745
DURING SCHEDULED MAINTENANCE, FOUND CORROSION ON SEAT TRACKS BETWEEN FRAMES 23 AND 36. REPLACED AND SPLICED SEAT TRACKS AS NEEDED IAW EO 72-53-0025 AND SRM CHS 51-21-17, 27, 31, 51-22-02, 51-25-01, 02, 53-53-00, AND MIL-HBDK-5, 8.1, 8.1.5, AND 8.1.6. REF: OPERATOR CONTROL NRS ASOA97071 AND 98ZZZX744.									
5347 ASOA	642AS 395	AEROSP ATR72212				SEAT TRACK S53570203200	CORRODED CABIN		12/23/97 98ZZZX754
SAW - DURING C-CHECK, MAINTENANCE REPORTED MIDDLE LEFT INBOARD SEAT TRACK CORRODED. REPLACED MID-LEFT INBOARD SEAT TRACK IAW SRM 512504. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 8,498.8 HOURS. ACFT TC: 9,374.									
5347 ASOA	642AS 395	AEROSP ATR72212				SEAT TRACK S5376800124502	CORRODED CABIN		12/23/97 98ZZZX753
SAW - DURING 4C INSPECTION, MAINTENANCE REPORTED LEFT ACFT OUTBOARD SEAT TRACK CORRODED. REPLACED LEFT OUTBOARD SEAT TRACK IAW SRM 512504. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 8,498.8 HOURS. ACFT TC: 9,374.									
5347 ASOA	642AS 395	AEROSP ATR72212				SEAT TRACK S53570203200	CORRODED CABIN		12/23/97 98ZZZX752
SAW - DURING C-CHECK, MAINTENANCE REPORTED MIDDLE RIGHT INBOARD SEAT TRACK CORRODED. REPLACED MID-RIGHT INBOARD SEAT TRACK IAW SRM 512504. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 8,498.8 HOURS. ACFT TC: 9,374.									
5347 ASOA	642AS 395	AEROSP ATR72212				SEAT TRACK S53570203202	CORRODED CABIN		12/23/97 98ZZZX751
SAW - DURING 4C-CHECK, MAINTENANCE REPORTED RIGHT OUTBOARD SEAT TRACK CORRODED. REPLACED MID-RIGHT OUTBOARD SEAT TRACK IAW SRM 512504. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 8,498.8 HOURS. ACFT TC: 9,374.									
5347 ASOA	642AS 395	AEROSP ATR72212				SEAT TRACK S5367800122802	CORRODED CABIN		12/23/97 98ZZZX748
SAW - DURING C-CHECK, MAINTENANCE REPORTED RIGHT F/A SEAT TRACK CORRODED. REPLACED RIGHT F/A SEAT TRACK IAW SRM 512504. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 8,498.8 HOURS. ACFT TC: 9,374.									
5347 ASOA	642AS 395	AEROSP ATR72212				SEAT TRACK S53678001202	CORRODED CABIN		12/23/97 98ZZZX749
SAW - DURING C-CHECK, MAINTENANCE REPORTED LEFT F/A SEAT TRACK CORRODED. REPLACED LEFT F/A SEAT TRACK IAW SRM 512504. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 8,498.8 HOURS. ACFT TC: 9,374.									
5347 ASOA	642AS 395	AEROSP ATR72212				SEAT TRACK S53375001206	CORRODED CABIN		12/23/97 98ZZZX750
SAW - DURING 4C-CHECK, MAINTENANCE REPORTED LEFT FWD OUTBOARD SEAT TRACK CORRODED. REPLACED LEFT FWD OUTBOARD SEAT TRACK IAW SRM 512504. AIRCRAFT RETURNED TO SERVICE. ACFT TT: 8,498.8 HOURS. ACFT TC: 9,374.									
2820 FDEA	657FE 748	AIRBUS A300F4605R				EXPANSION VLV	LEAKING RT FUEL TANK		2/15/98 98FDEA00108
98-0041, SHORTLY AFTER T/O NOTICED THAT RT OUTER TANK WAS 1000 LBS LESS THAN LEFT OUTER TANK, CONT TO BURN OUT OF RT OUTER TANK INSTEAD OF RT INNER. SECURED RT OUTER PUMPS, RT OUTER TANK CONTINUED TO DROP TO 5000 LBS WITH PUMPS OFF, RETURNED TO MEM. C/W TSM 28-21-00 PG 142, OPS CHECK GOOD. REMOVED AND REPLACED RELAY 139QA, MOCC REQUEST OPS CHECK 28-21-00-5 PG 504 (AUTO FUEL PUMP ADJ AND TEST) 285851. REPLACED RT INNER TANK THERMAL EXPANSION VALVE AND FUEL DRAIN VALVE. LEAK CHECKS GOOD.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5210 AALA	19059 469	AIRBUS A300B4605R				RETAINER	CORRODED PASSENGER DOOR	1/7/98	AALA980038
TUL - CORROSION ON FORWARD LOWER JAMB OF DOOR SEAL RETAINER. SPLICED IN NEW SECTION OF DOOR SEAL RETAINER PER ESO 30595 DATED 1-6-98. TST: 26,550 HOURS. CYCLES: 10,536. (X)									
5311 AALA	19059 469	AIRBUS A300B4605R				FRAME	CORRODED FUSELAGE	1/14/98	AALA980128
TUL - CORROSION ON FRAME 58 FROM BOTTOM CENTERLINE TO LEFT 4 STRINGERS. INSTALLED SPLICE DOUBLER PER SRM 53-10-13. TST: 26,550.31 HOURS. CYCLES: 10,536. (X)									
5311 AALA	19059 469	AIRBUS A300B4605R				FRAME	CORRODED FUSELAGE	1/14/98	AALA980129
TUL - CORROSION ON FRAME 58 FROM BOTTOM CENTERLINE TO RIGHT 4 STRINGERS. INSTALLED FILLER AND DOUBLER PER SRM 53-10-13. TST: 26,550.31 HOURS. CYCLES: 10,536. (X)									
5313 AALA	19059 469	AIRBUS A300B4605R				STRINGER	CORRODED FUSELAGE	1/10/98	AALA980090
TUL - CORROSION FIRST STRINGER TO RIGHT OF BOTTOM CENTERLINE 58R BETWEEN FRAMES 61 AND 62. REMOVED AND REPLACED STR 58R FROM FRAMES 58 TO 62.5 PER SRM 51-72-10 AND SRM 53-10-14. TST: 26,550.31 HOURS. CYCLES: 10,536. (X)									
5320 AALA	19059 469	AIRBUS A300B4605R				SUPPORT	CORRODED LAVATORY	1/9/98	AALA980091
TUL - INBOARD SUPPORT FOR LAVATORY 'L' CORRODED BETWEEN FRAMES 31 AND 33. INSTALLED NEW LAVATORY SUPPORT 2A TRACK PER SRM 51-72-10-0. TST: 26,550 HOURS. CYCLES: 10,536. (X)									
5320 AALA	19059 469	AIRBUS A300B4605R				SUPPORT A5327921220400	CORRODED CABIN	1/7/98	AALA980040
TUL - FLOOR BOARD SUPPORT HAS CORROSION IN TOP FLANGE AROUND FLOOR BOARD FASTENER HOLES. REPLACED FLOOR BOARD SUPPORT PER SRM 51-72-10. TST: 26,550 HOURS. CYCLES: 10,536. (X)									
5347 AALA	19059 469	AIRBUS A300B4605R				SEAT TRACK 6022457	CORRODED CABIN	1/7/98	AALA980039
TUL - CORROSION ON TOP OF SEAT TRACK NR 10 BETWEEN FR 23 AND FR 24. REPLACED SEAT TRACK WITH NEW SECTION BETWEEN FR 21 AND FR 25 PER SRM 51-72-10-0. TST: 26,550 HOURS. CYCLES: 10,536. (X)									
5347 AALA	19059 469	AIRBUS A300B4605R				SEAT TRACK	CORRODED CABIN	1/10/98	AALA980093
TUL - NR 1 SEAT TRACK HAS CORROSION TOP OF SEAT TRACK BETWEEN FRAMES 32 AND 33. REMOVED CORROSION PER SRM 51-74-10-2 AND INSTALLED REPAIR STRAP PER AAR 53-20-00-2. TST: 26,550.31 HOURS. CYCLES: 10,536. (X)									
5347 AALA	19059 469	AIRBUS A300B4605R				SEAT TRACK 6022457	CORRODED CABIN	1/8/98	98ZZZX741
TUL - CORROSION INSIDE SEAT TRACK NR 8 BELT FRAMES 31 AND 33. REMOVED AND REPLACED NR 8 SEAT TRACK BELT FRAMES 26 TO 33 PER SRM 51-72-10-0. TST: 26,550 HOURS. CYCLES: 10,536.									
5347 AALA	19059 469	AIRBUS A300B4605R				TRACK	CORRODED LAVATORY	1/9/98	AALA980092
TUL - CORROSION UNDER LAVATORY 'L' ON TRACK NR 3 BETWEEN FRAMES 31 AND 33. INSTALLED NEW TRACK NR 3 PER SRM 51-72-10-0 AND INSTALLED SPLICE ON TRACK PER SRM 53-10-16-2. TST: 26,550 HOURS. CYCLES: 10,536. (X)									

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5754 AALA	19059 469	AIRBUS A300B4605R				STRUCTURE	CORRODED RT LE FLAP		1/14/98 AALA980126
TUL - KRUEGER FLAP RT WING, UPPER SECTION HAS MODERATE CORROSION ON RIBS AND SKIN INTERNALLY. REMOVED AND REPLACED KRUEGER FLAP WITH SERVICEABLE PART PER SRM 51-72-10-0. FIT CHECK AND OPS CHECK PERFORMED ON E-58 NR 2376654. (X)									
7261 AALA	14068 511	AIRBUS A300B4605R	GE CF680C2A5			OIL CAP	LEAKING NR 1 ENGINE		1/15/98 AALA980130
JFK - FLT 0106 - AT 33,000 FEET, NR 1 ENGINE OIL PRESSURE WAS 32-34 PSI (NR 2 WAS 56 PSI) NR 1 OIL QUANTITY WAS 17 QUARTS AT LEVEL OFF, BUT SLOWLY DROPPED TO 11 QUARTS BEFORE STABILIZING. FOUND OIL CAP LEAKING REPLACED CAP AND CHECK VALVE ASSY. LEAK CHECKS OK. (X)									
2910 AWXA	631AW 077	AIRBUS A320231				HYD SYST	REQD SERVICE GREEN HYD SYST		2/8/98 AWXA9800043
LOST HYD PRESSURE AND FLUID FROM GREEN SYSTEM, FLUID LEVEL CAME BACK AFTER LANDING, TO ABOUT HALF FULL. INSPECTED A/C FOR LEAKS, NONE FOUND. SERVICED GREEN SYSTEM, 5 QUARTS, RAN ENGINES, ALL HYD SYSTEMS, PRESSURE AND FLUID LEVEL INDICATES NORMAL. A/C OK FOR SERVICE.									
3350 NWAA	306US 60	AIRBUS A320211				CONNECTOR	LOOSE CABIN		2/10/98 9802463206
DURING MAINTENANCE TEST OF THE EMERGENCY LIGHTS, FOUND ESCAPE PATH LIGHTS INOPERATIVE AT SEAT ROWS 25C, 26C, AND 27C. MAINTENANCE SECURED LOOSE CANNON PLUG. OPERATIONAL CHECK OK.									
3350 NWAA	335NW 340	AIRBUS A320212				WIRE	BROKEN CABIN		2/9/98 9802473235
DURING TEST OF EMERGENCY LIGHTS, FOUND ESCAPE PATH LIGHTS INOPERATIVE ON LAST THREE SEAT ROWS. MAINTENANCE REPAIRED BROKEN WIRE AT SIDEWALL CONNECTOR. OPERATIONAL CHECK OK.									
3350 AWXA	622AW 054	AIRBUS A320231				CONNECTOR	BROKEN CABIN		1/19/98 AWXA9800032
INTERIOR EMERGENCY AISLE LIGHT INOP AT SEAT ROW 15. REPAIRED CONNECTOR AT ROW 15 WALL DISCONNECT, OPS OK.									
3350 AWXA	622AW 054	AIRBUS A320231				FUSE	BLOWN CABIN		1/19/98 AWXA9800031
OVERWING EXIT HANDLE COVER LIGHTS DO NOT WORK. A/C RT FWD AND AFT RELAMP, NO HELP. REPLACED FUSE ON EMERGENCY LIGHT PWR PACK.									
3350 AWXA	640AW 448	AIRBUS A320231				BATTERY 321430	DISCHARGED CABIN		1/22/98 AWXA9800036
FWD LT EMERGENCY LIGHTS INOP. REMOVED AND REPLACED BATTERY ASSY, OPS CHECK NORMAL.									
7200 NWAA	333NW 329	AIRBUS A320211	CFMINT CFM565A1			ENGINE	FAILED NR 1		2/4/98 9802353233
DURING TAKEOFF AT APPROXIMATELY 200 FT AGL, THE NR 1 ENGINE EXPERIENCED A COMPRESSOR STALL AND EGT ROSE. THE NR 1 ENGINE WAS SHUT DOWN AND THE FLIGHT CREW RETURNED TO DEPARTURE AIRPORT AND PERFORMED AN UNEVENTFUL LANDING. MAINTENANCE FOUND METAL IN THE TAILPIPE. REPLACED THE NR 1 ENGINE.									
2120 SABA	161PC 675	BAG JETSTM3101				AIR DISTRIBUTION	ODOR COCKPIT		1/20/98 SABA980004
CLT-HKY- FLT 5048 - CAPTAIN REPORTED A STRONG RUBBER OR BURNING SMELL IN THE COCKPIT. CAPTAIN TURNED OFF ALL FLOWS AND SMELL WENT AWAY. AIRCRAFT RETURNED TO CLT AND NO EMERGENCY WAS DECLARED ALSO. NO PASSENGERS WERE ABOARD THIS FLT. AIRCRAFT WAS INSPECTED AND GROUND RUN, THIS PROBLEM COULD NOT BE DUPLICATED. (M)									
2720 REXA	302PX 661	BAG JETSTM3101				RUDDER PEDAL	STUCK RIGHT		1/30/98 REXA98038
RIGHT RUDDER PEDAL STUCK AFTER TAKEOFF ROLL. COULD NOT DUPLICATE ON GROUND. HAD A CREW TEST FLY AIRCRAFT, FOUND NOTHING WRONG WITH RUDDER. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3260 SABA	962AE 962	BAG JETSTM3201				WIRE	BROKEN RT MLG		1/22/98 SABA980005
CLT-AHN - FLT 5120 - RIGHT MAIN LANDING GEAR INTRANSIT LIGHT STAYED ON AFTER TAKEOFF. CREW CYCLED GEAR SEVERAL TIMES AND LIGHT REMAINED ON. AIRCRAFT RETURNED TO CLT AND NO EMERGENCY WAS DECLARED. MAINTENANCE WAS DISPATCHED AND INSPECTED THE AIRCRAFT AND FOUND A BROKEN WIRE ON THE UPLOCK SWITCH. WIRE WAS REPAIRED AND GEAR WAS OPS CHECKED AND AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3414 REXA	330PX 698	BAG JETSTM3101				AIRSPD IND A3615710160	FAILED LT COCKPIT		1/11/98 REXA98026
DURING CLIMB-OUT, THE CAPTAIN AIRSPEED INDICATOR CLIMBED TO 245 KNS AND THEN SHOWED 80 KNS ONCE ON THE GROUND. REMOVED AND REPLACED CAPTAIN AIRSPEED INDICATOR. (M)									
3418 REXA	316PX 687	BAG JETSTM3101				COMP RESISTOR	OUT OF ADJUST LEFT		1/24/98 REXA98027
RIGHT STALL LGT FOLLOWED BY SHAKER, LEFT ENGINE WOULD NOT MAKE TORQ. NO FAULTS WERE FOUND ON STALL LGT AND ADJUSTED THE LEFT COMP RESISTOR. GROUND RUN CHECKS GOOD. (M)									
3418 REXA	318PX 689	BAG JETSTM3101				SIG SUMM UNIT	TRIPPED RIGHT		1/23/98 REXA98028
ON APPROACH, RECEIVED A STALL WARNING HORN AND STICK SHAKER AT 135 KNS, FLAPS AT 35 DEGREES. RE-SET RIGHT SIGNAL SUMMING UNIT. OPS CHECK GOOD. (M)									
7320 VTZA	370MT 800	BAG JETSTM3201	GARRTT TPE3311			FUEL CONTROL	OUT OF ADJUST LT ENGINE		12/22/97 VTZA97702
FLT 6194 - IAD-EWR - ABORTED TAKEOFF DUE TO LEFT ENGINE NOT MAKING TARGET TORQUE. AIRCRAFT RETURNED TO THE GATE WHERE MAINTENANCE WAS CALLED. MAINTENANCE TROUBLESHOT THE DISCREPANCY AND FOUND THAT THE MAX FUEL FLOW NEEDED ADJUSTMENT. ADJUSTMENTS WERE MADE IAW MM PROCEDURES AND ALL CHECKS WERE ACCOMPLISHED. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
7320 VTZA	494UE 810	BAG JETSTM3201	GARRTT TPE3311			FUEL CONTROL	OUT OF ADJUST LT ENGINE		1/8/98 VTZA98013
FLT 6151 - IAD-PHF - ABORTED TAKEOFF DUE TO LEFT ENGINE WOULD ONLY MAKE 98 PERCENT TORQUE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND ADJUSTED MAX FUEL, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
7321 WTAA	430UE 784	BAG JETSTM3101	GARRTT TPE33110U			BOLT NAS1351C3LL6	MISSING FUEL CONTROL		1/2/98 WTAA980001
SBP - LEFT ENGINE LOST RPM DURING CLIMB-OUT, AIRCRAFT RETURNED TO STATION. MAINTENANCE RESECURED RPM LEVER ROD END ASSEMBLY. PERFORMED ENGINE RUN. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
7712 VTZA	477UE 890	BAG JETSTM3201	GARRTT TPE3311			TTL VALVE 94959411	FAILED LT ENGINE		12/25/97 VTZA97706
FLT 6362 - SYR-IAD - ABORTED TAKEOFF DUE LEFT ENGINE TORQUE DROP. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI53263, MEL 77-1 ON TTL SYSTEM. MAINTENANCE CLOSED DMI 53263 ON 12-26-97 BY REMOVING AND REPLACING TTL VALVE, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
7714 REXA	305PX 666	BAG JETSTM3101				TACH GENERATOR AG34	INOP RIGHT		1/29/98 REXA98039
ON CLIMB-OUT, RIGHT RPM WENT TO ZERO AND BACK TO 100 PERCENT NUMEROUS TIMES. REMOVED AND REPLACED RIGHT TACH GENERATOR. OPS CHECK GOOD. (M)									
2120 AALA	702AA 22460	BOEING 727223				DUCT 5774441	RUPTURED AFT FUSELAGE		1/8/98 AALA980052
ORD - FLT 1966 - AFTER TAKEOFF ORD, FLIGHT CREW TURNED ON WING ANTI-ICE AND HEARD A LOUD BANG FOLLOWED BY VIBRATION. AIRCRAFT RETURNED TO ORD AND LANDED WITHOUT INCIDENT. CHECK OF AIRCRAFT REVEALED TWO SUPPLY DUCTS RUPTURED. AIRCRAFT MAINTENANCE REPLACED RUPTURED SUPPLY DUCTS AND AS A PRECAUTION, REPLACED ENGINE BLEED AIR SHUT-OFF VALVE. SYSTEM GROUND AND LEAKED CHECKED NORMAL OPERATION. (X)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2510 AALA	709AA 22466	BOEING 727223			OECO	TRANSFORMER 6430A	DEFECTIVE COCKPIT	1/12/98	AALA980099
ORD - FLT 1391 - AFTER TAKEOFF, COCKPIT CREW NOTED A LIGHT, BUT DEFINITE ELECTRICAL BURNING SMELL BEHIND FLIGHT ENGINEER'S PANEL. CREW PULLED RADIO PRIMARY CURCUIT BREAKER TO SHUT OFF POWER AND ELIMINATE POSSIBLE FIRE HAZARD. SMELL DISSIPATED, FLIGHT RETURNED ORD AND LANDED WITHOUT INCIDENT. REPLACED VARIABLE CONTROL TRANSFORMER, PANEL, AND INSTRUMENT RADIO PRIMARY CIRCUIT BREAKER. CHECKED ALL CENTER PANEL LIGHTS FOR ONE HOUR AND P-18 CIRCUIT BREAKER PANEL. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2612 EISA	263US 19982	BOEING 727251				CONNECTOR	DIRTY FIRE LOOP	1/9/98	EISA98003
FIRE WARNING BELL SOUNDED AND AUTOPACK TRIP ACTIVATED. CLEANED FIRE LOOP CONNECTORS AND RAN FOR OVER 70 MINUTES. COULD NOT DUPLICATE, OPS CHECK GOOD. TT: 57,821:1 HOURS. TC: 47,618. (X)									
2613 AALA	6822 19700	BOEING 727223				ELEMENT	OUT OF POSITION NR 1 ENGINE	1/4/98	AALA980012
MCO - FLT 1941 - AFTER TAKEOFF MCO, NR 1 ENGINE OVERHEAT LIGHT ILLUMINATED. DUMPED FUEL AND LANDED WITHOUT INCIDENT. NR 1 ENGINE OVERHEAT DETECTOR ELEMENT WAS FOUND TOUCHING NR 1 ENGINE PRE-COOLER DUCTING. REPOSITIONED ELEMENT. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2751 AALA	729AA 20736	BOEING 727227				INDICATOR 1812993	DEFECTIVE TE FLAP	12/17/97	AALA972484
DFW - FLT 713 - DURING FLIGHT, CREW OPERATED FLAPS ELECTRICALLY. CREW ACCOMPLISHED EMERGENCY CHECKLIST. AIRCRAFT MADE NORMAL LANDING AND WAS NOT OVERWEIGHT. REPLACED OUTBOARD FLAP POSITION INDICATOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
2780 EISA	315NE 20190	BOEING 727223				MECHANISM	OUT OF ADJUST NR 2 L/E FLAP	1/10/98	EISA98002
AFTER TAKEOFF, AMBER L/E FLAP LIGHT ILLUMINATED ON F/E PANEL, NR 2 STAYS ILLUMINATED. AIRCRAFT FEELS LIKE SLATS ARE DEPLOYED WHICH FLAPS ARE MOVED TO 20 POSITION. ADJUSTED AND RIGGED NR 2 L/E SLAT IAW MM CHAPTER 27. OPS CHECK GOOD. TT: 71,949:41 HOURS. TC: 49,405. (X)									
2782 TAOA	922TS 20415	BOEING 727225				ACTUATOR 1U1110	JAMMED NR 2 LE FLAP	1/26/98	TAOA019812
ON CLIMB-OUT, WHILE RETRACTING FLAPS FROM 5 DEGREES TO 10 DEGREES NR 2 LEADING EDGE FLAP REMAINED FULLY EXTENDED, CYCLED FLAPS NO HELP. REPLACED NR 2 LEADING EDGE FLAP ACTUATOR. OPERATIONAL CHECKS NORMAL PER MM CHAPTER 27-81-22. (M)									
2820 AALA	860AA 21087	BOEING 727223				FUEL TANSFER SYS	MALFUNCTIONED NR 3 TANK	1/3/98	AALA980010
DTW - FLT 0583 - DURING CRUISE FROM BDL/ORD, LATERAL FUEL IMBALANCE NOTED. NR 3 FUEL TANK WOULD NOT DECREASE. AIRCRAFT AIR INTERRRUPTED AND LANDED DTW WITHOUT INCIDENT. INSPECTED FUEL PANEL AND TRANSFERRED FUEL FROM TANK NR 3 TO TANKS 1 AND 2. UNABLE TO DUPLICATE ON GROUND. SYSTEM GROUND CHECKED, NORMAL OPERATION. ACCOMPLISHED FUNCTIONAL CHECK, FLIGHT WITH NORMAL OPERATION. (X)									
3230 RRXA	7642U 19915	BOEING 727222				ACCESSORY BOX 656021132	FAILED LANDING GEAR	2/6/98	RRXA98016
LANDING GEAR HANDLE FAILED TO RAISE AFTER T/O. (LANDING GEAR LEVER LATCH FAILED TO RELEASE AFTER T/O). REMOVED AND REPLACED LANDING GEAR ACCESSORY BOX IAW M/M 32. OPS CHECKS GOOD.									
3310 AALA	850AA 20991	BOEING 727223			DAYRAY	BALLAST 61482	DEFECTIVE COCKPIT	11/28/97	AALA972267
EWR - FLT 0429 - DURING FLIGHT AT APPROXIMATELY 17,000 FEET, CREW DETECTED FIRE/SMOKE FROM BEHIND FLIGHT ENGINEER'S PANEL. REPLACED LIGHT BALLAST. INSPECTED SURROUNDING STRUCTURES AND WIRING. NO DAMAGE NOTED. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE



## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3310 AALA	870AA 21382	BOEING 727223			HONEYWELL	CONTROL AG112B1	DEFECTIVE ACM BAY		10/21/97 AALA971995
IAD - FLT 0637 - AFTER TAKEOFF DCA DURING CLIMB-OUT ELECTRICAL ODOR NOTED IN CABIN AND COCKPIT. AIRCRAFT DIVERTED TO IAD AND LANDED WITHOUT INCIDENT. REPLACED HIGH INTENSITY LIGHT CONTROL. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	6818 19493	BOEING 727223				WIRE	BROKEN CABIN		11/27/97 AALA972257
ORD - DURING OVERNIGHT CHECK, DISCOVERED AFT CABIN EMERGENCY EXIT FLOOR PATH LIGHTING INOPERATIVE. REPAIRED EMERGENCY EXIT FLOOR PATH WIRE. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	861AA 21088	BOEING 727223				MODULE P4010051126	RESEATED CABIN		1/14/98 AALA980119
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHT OVER FORWARD ENTRY DOOR WAS FOUND INOPERATIVE. RE-SEATED EMERGENCY EXIT LIGHT MODULE. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	861AA 21088	BOEING 727223				CONNECTOR	DEFECTIVE CABIN		1/17/98 AALA980133
DTW - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT LIGHT AT FORWARD CABIN INOPERATIVE. REPAIRED EMERGENCY EXIT LIGHT CONNECTOR AT FORWARD CABIN. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	863AA 21090	BOEING 727223				LIGHT 10600919	DEFECTIVE CABIN		11/22/97 AALA972238
DTW - DURING OVERNIGHT CHECK, COCKPIT EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED COCKPIT EMERGENCY EXIT LIGHT ASSEMBLY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	869AA 21374	BOEING 727223				LIGHT LIG5192	INOPERATIVE CABIN		1/7/98 AALA980037
TUL - EMERGENCY EXIT LIGHT IN AFT LEFT GALLEY GOES DIM AFTER LIGHT IS TURNED TO ON POSITION. REMOVED AND REPLACED EMERGENCY EXIT LIGHT WITH SERVICEABLE UNIT NR LIG 5192 SN ON 4307. OPERATION CHECKS NORMAL. TST: 56,854.46 HOURS. CYCLES: 35,139. (X)									
3350 AALA	897AA 22013	BOEING 727223				WIRE	DEFECTIVE CABIN		12/23/97 AALA972505
DFW - DURING OVERNIGHT CHECK, DISCOVERED FORWARD FIRST CLASS EMERGENCY EXIT FLOOR PATH WIRE IN NEED OF REPAIR. REPAIRED EMERGENCY EXIT LIGHT STRIP FEED WIRE. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	897AA 22013	BOEING 727223				LIGHT	DEFECTIVE CABIN		12/23/97 AALA972504
DFW - DURING OVERNIGHT CHECK, FORWARD FIRST CLASS EMERGENCY PATH MARKER EXIT LIGHT SIGN HAS TWO LIGHTS OUT. REPLACED EMERGENCY EXIT LIGHT STRIP. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 CALA	69735 20664	BOEING 727224				WIRE	BROKEN CABIN		2/12/98 CALA9800229
INSPECTION FOUND THE LEFT AND RIGHT FORWARD OVERWING EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE FOUND A BROKEN WIRE AT CANNON PLUG. THE WIRE WAS REPAIRED AND THE BATTERIES WERE CHARGED.									
3350 CALA	69735 20664	BOEING 727224			GRIMES	LIGHT 1000677	INOPERATIVE CABIN		2/12/98 CALA9800228
INSPECTION FOUND THE RT AFT GALLEY DOOR EMERGENCY EXIT LIGHT TOO DIM. THE LIGHT ASSEMBLY WAS REPLACED IAW MM 33-50-101.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 TAOA	922TS 20415	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN	2/1/98	TAOA029801
FLT 6530 - LEFT OVERWING EMERGENCY EXIT LIGHTS INOPERATIVE. REPLACED CHARGING UNIT AND BATTERY PACK. OPERATIONAL CHECK NORMAL PER MM CHAPTER 33-50. (M)									
3350 TAOA	922TS 20415	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN	1/28/98	TAOA019814
FLT 6512 - DCA-LGA - LEFT OVERWING EMERGENCY EXIT SIGNS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECKS NORMAL PER MM 33-50. (M)									
3350 K3HA	353PA 20622	BOEING 727225				LAMP 3071BPEGPL	FAILED CABIN	2/13/98	K3HA980013
EMERGENCY PATH LIGHTING INOP AT R2 FLOOR. RELAMPED, OPS CHECK OK.									
3350 K3HA	353PA 20622	BOEING 727225				LENS 079123	MISSING CABIN	2/13/98	K3HA980015
EMERGENCY TRACK LIGHT RED LENS MISSING AT L-1 DOOR. INSTALLED NEW LENS, OPS CHECK OK.									
3350 K3HA	353PA 20622	BOEING 727225				LAMP 3071BPEGPL	FAILED L2 FLOOR	2/13/98	K3HA980014
EMERGENCY PATH LIGHTING INOP AT L2 FLOOR. RELAMPED, OPS CHECK OK.									
3350 AALA	718AA 20611	BOEING 727227			GRIMES	LIGHT 1001141	DEFECTIVE CABIN	1/7/98	AALA980036
DFW - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT LIGHT AT VENTRAL STAIRWAY INOPERATIVE. REPLACED EMERGENCY EXIT LIGHT AT VENTRAL STAIRWAY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	719AA 20612	BOEING 727227			GRIMES	LIGHT 10600919	INOPERATIVE COCKPIT	1/8/98	AALA980044
DFW - DURING OVERNIGHT CHECK, DISCOVERED COCKPIT EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED COCKPIT EMERGENCY EXIT LIGHT ASSEMBLY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	719AA 20612	BOEING 727227				WIRE	DEFECTIVE CABIN	1/8/98	AALA980043
DFW - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT FLOOR LIGHTS IN FORWARD PASSENGER CABIN NOT OPERATING PROPERLY. REPLACED JUMPER WIRE AT FORWARD PASSENGER CABIN FLOOR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	729AA 20736	BOEING 727227				SWITCH 1TL13	DEFECTIVE CABIN	1/12/98	AALA980098
TUL - DURING MAINTENANCE, CABIN EMERGENCY EXIT LIGHTS WOULD NOT OPERATE AT AFT FLIGHT ATTENDANT STATION. REPLACED EMERGENCY EXIT LIGHT SWITCH AT AFT FLIGHT ATTENDANT STATION. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	730AA 20737	BOEING 727227				LIGHT 1001141	INOPERATIVE CABIN	1/5/98	AALA980021
TUL - AFT AIRSTAIR EMERGENCY LIGHT ASSY INOPERATIVE. REMOVED AND REPLACED EMERGENCY EXIT LIGHT ASSY. TST: 67,414.53 HOURS. CYCLES: 44,081. (X)									
3350 AALA	731AA 20738	BOEING 727227				BATTERY PACK 65784591	DISCHARGED CABIN	11/5/97	AALA972115
TUL - SLIDE LIGHT FOR FORWARD ENTRY SERVICE DOOR INOPERATIVE. REMOVED, INSTALLED SERVICEABLE BATTERY PACK. TST: 66,894.26 HOURS. CYCLES: 44,081. (X)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 AALA	731AA 20738	BOEING 727227				CONNECTOR A3060698101	LOOSE CABIN		11/22/97 AALA972239
DFW - DURING OVERNIGHT CHECK, EMERGENCY FLOOR LIGHTS BETWEEN PAX SEAT ROWS 17 THROUGH 23 INOPERATIVE. RESECURED LOOSE EMERGENCY FLOOR LIGHT STRIP CONNECTOR BY PAX SEAT ROW 17. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	731AA 20738	BOEING 727227				LIGHT	INOPERATIVE CABIN		11/25/97 AALA972249
TUL - RIGHT AFT SERVICE DOOR EMERGENCY EXIT LIGHT INOPERATIVE. OVERHEAD TOP OF DOOR. REPLACED RT AFT SERVICE DOOR BATTERY PACK. TST: 67,128.48 HOURS. CYCLES: 44,153. (X)									
3350 TAOA	926TS 20774	BOEING 727227				BATTERY PACK 900835A	DISCHARGED CABIN		1/25/98 TAOA019813
FLT 6131 - BOS-LGA - L-2 EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL PER CHAPTER 33-50. (M)									
3350 TAOA	925TS 21244	BOEING 727227				BATTERY PACK 900835A	DISCHARGED CABIN		1/31/98 TAOA019816
FLT 6151 - OVERNIGHT L/S LGA, EMERGENCY EXIT SIGN AT ROW 3 IS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL PER MM CHAPTER 33-50. (M)									
3350 TAOA	925TS 21244	BOEING 727227				BATTERY PACK 900835A	DISCHARGED CABIN		1/31/98 TAOA019815
FLT 6151 - DURING OVERNIGHT L/S LGA, FORWARD ENTRY AISLE EMERGENCY EXIT SIGN INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL PER MM CHAPTER 33-50. (M)									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		2/13/98 RAAA98B2008
RT AFT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 TWAA	54352 21984	BOEING 727231				BATTERY PACK 6013211	DISCHARGED CABIN		1/25/98 TWAA9801402
STL - FLT 463 - DURING OVERNIGHT MAINTENANCE CHECK, FOUND RT AFT ESCAPE SLIDE LIGHT INOPERATIVE. REPLACED BATTERY PACK. (M)									
3350 DALA	499DA 21143	BOEING 727232			900542	BATTERY PACK	DISCHARGED CABIN		2/11/98 DL72S980368
ON LAYOVER CK, FOUND LT OVERWING EMERGENCY EXIT SIGN NOT ILLUMINATING. REPLACED BATTERY PACK.									
3350 AALA	866AA 21371	BOEING 727233				WIRE	BROKEN CABIN		1/4/98 AALA980013
IAH - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT FLOOR LIGHTS IN CABIN NOT OPERATING PROPERLY. REPAIRED BROKEN EMERGENCY EXIT FLOOR LIGHT WIRE. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 NWAA	290US 21378	BOEING 727251				BATTERY	DISCHARGED CABIN		2/12/98 9802632290
DURING PREFLIGHT, FOUND AFT ENTRY EMERGENCY LIGHT INOPERATIVE. REPLACED THE BATTERY. OPERATIONAL CHECK OK.									
3350 TAOA	914TS 20251	BOEING 727254				LIGHT 1000679	FAILED CABIN		1/31/98 TAOA019817
BOS - R-1 DOOR EMERGENCY LIGHT DOES NOT OPERATE WITH OTHER EMERGENCY LIGHTS. REPLACED EMERGENCY EXIT LIGHT ASSEMBLY, OPERATIONAL CHECK NORMAL PER MM CHAPTER 33-50. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 IPXA	946UP 19721	BOEING 72725C				BATTERY 9621033	DISCHARGED CABIN	2/9/98	UPS98225722
LEFT FORWARD OVERWING EXIT MARKER. EMERGENCY LIGHTING BATTERY NEEDS REPLACEMENT PER TASK CARD 2403. PART ON REQ NR 482564. REMOVED AND REPLACED ROW LEFT EXIT MARKER BATTERY PACK. P/N ON AND OFF 96-21033. OPS NORMAL S/N ON TAG 00310263.									
3350 IPXA	946UP 19721	BOEING 72725C				BATTERIES	DISCHARGED CABIN	2/8/98	UPS98225721
EMERGENCY LIGHT RECEIVER BATTERIES NEED REPLACEMENT. ACCOMPLISHED TASK CARD 2403, EMERGENCY LIGHT RECEIVER BATTERIES REMOVED AND REPLACED BATTERIES. OPS CHECK NORMAL.									
3610 AALA	712AA 22468	BOEING 727223				DUCT 65588178	DEFECTIVE AFT BAGGAGE BIN	12/25/97	AALA972512
IAH - FLT 0583 - DURING CRUISE AT 35,000 FEET, EN ROUTE ORD/IAH, LOWER AFT BODY OVERHEAT LIGHT ILLUMINATED. TURNED NR 1 ENGINE BLEED OFF. LANDED IAH WITHOUT INCIDENT. COMMENCING DESCENT ACCOMPLISHED LOWER AFT BODY OVERHEAT LIGHT CHECK LIST. LOWER AFT BODY OVERHEAT LIGHT REMAINED ON INTERMITTENTLY. REPLACED DUCT IN AFT BAGGAGE BIN JUST FORWARD OF AUXILIARY TANK. LEAK CHECKED NORMAL AND SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3610 FDEA	462FE 22550	BOEING 727225				DUCT 652244420	CRACKED NR 3 ENGINE	2/12/98	98FDEA00106
IMMEDIATELY AFTER TAKEOFF, FIRE WARNING AND STRUT OVERHEAT NR 3 AND A NR 3 FIRE DETECTOR LIGHT ILLUMINATED. RED TABS PROCEDURES FOLLOWED. STRUT OVERHEAT LIGHT WENT OUT AFTER ONE MINUTE AT IDLE POWER. ENGINE NR 3 EPR DROPPED .2 EPR BELOW OTHER ENGINES. *S/D* INSTALLED 8TH STAGE AIR DUCT OPERATIONAL. CHECKED GOOD ON THE GROUND NORMAL.									
5311 FDEA	189FE 19082	BOEING 72722				FRAME 651593732	CORRODED BS 680	2/10/98	98FDEA00092
NR 0433 012, WHILE WORKING NR0301, FOUND FRAME TO BE CORRODED AT BS 680, RBL 24, WL 155 (STR 26). REMOVED DAMAGE AT BS 680, RBL 24 FROM STR 22-26 RT. FOUND TO BE OUT OF LIMITS IAW FED-EX SRM 53-10-1. REPAIRED DAMAGED FRAME AT BS 680, RBL 24, STR 22-26 RT IAW FED-EX SRM 51-40-3 FIG 1.									
5311 AALA	872AA 21384	BOEING 727223				FRAME	CORRODED BS 740	1/13/98	AALA980115
TUL - 2 INCH AREA OF CORROSION ON STA 740 FRAME AT ATTACH POINT TO FUSELAGE BELLY SKIN BL ZERO TO LBL 2. REPLACED T-ANGLE AT 740 28L-28R PER SRM 51-10-01, PAGE 04. (X)									
5311 AALA	727AA 20734	BOEING 727227				FRAME	CRACKED BS 277	1/6/98	AALA980080
TUL - BELL FRAME CRACKED STA 277 AT STR 16 LEFT. STOP DRILLED CRACK AND INSTALLED DOUBLER PER SRM 51-40-2. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5311 FDEA	477FE 21394	BOEING 727227				BELLFRAME	DENTED BS 560	2/11/98	98FDEA00099
NR 0172 71C209-02, BELLFRAME DENTED BS 560L BETWEEN STRINGERS 22-25L. REMOVED DAMAGED AREA AND INSTALLED DOUBLER PER SRM 51-40-3 FIG 1.									
5311 FDEA	156FE 18289	BOEING 72725				FRAME 65163517	CORRODED BS 425	2/3/98	98FDEA00082
NR 0265 002, CORROSION (C53-224-03(1 AND 2) ON FRAME AT BS 425, LBL 11 - RBL 11, WL 150 (FWD OF E-BAY DOOR). FOUND FRAME TO BE CORRODED BEYOND LIMITS PER FED-EX SRM 53-10-1. REMOVED AND REPLACED BS 425 FRAME LBL 11 - RBL 13, WL 150 PER BOEING DRAWING 65-16351.									
5311 IPXA	904UP 18946	BOEING 72751C				FRAME	CORRODED BS 243	2/10/98	UPS98225739
INSPECTION TYPE:SI, CORROSION (C53-111-01.00-01) AROUND FASTENERS ON FRAME BS 243, RBL 25, WL 166. CORROSION OUT OF LIMITS. REMOVED CORROSION, FABRICATED FILLER AND DOUBLER, INSTALLED IAW SRM 51-40-2, 51-10-2, 51-20-151.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5312 DALA	296WA 22533	BOEING 727247				BLKHD STIFFENER 6516350	CRACKED BS 1183		2/10/98 DL72W980354
CRACKS WERE FOUND IN THE L/RBL 36083 VERT STIFFENER ON THE FWD SIDE OF THE BS 1183 BLKHD. CRACKS WERE LOCATED AT APPROX WL 238 AND WERE NO MORE THAN 2 IN LENGTH. REPAIR PER ERA 331332-14.									
5313 AALA	872AA 21384	BOEING 727223				STRINGER	CORRODED BS 680		1/13/98 AALA980116
TUL - STA 680 STR 27R HAS CORROSION ON INBOARD AND OUTBOARD SIDES OF STRINGER. REPLACED STRINGER CAP, ALODINED, AND TREATED AFFECTED AREA PER SRM 51-10-2. (X)									
5313 AALA	872AA 21384	BOEING 727223				STRINGER	CORRODED BS 950-1000		1/13/98 AALA980117
TUL - CORROSION ON UPPER OUTBOARD FLANGE STR 29L STA 950F TO STA 1000. REMOVED CORROSION AND INSTALLED REPAIR PER ESO 11697 DATED 1-2-90. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5313 AALA	703AA 22461	BOEING 727223				STRINGER BAC1498133	CRACKED BS 477		1/12/98 AALA980089
TUL - LEFT FUSELAGE STR 24L CRACKED AND FUSELAGE SKIN DENTED FROM STA 475 TO STA 478. INSTALLED STRINGER REPAIR PER SRM 53-10-3. INSTALLED FUSELAGE SKIN DOUBLER PER SRM 53-30-3. TST: 46,539 HOURS. CYCLES: 24,289. (X)									
5313 DALA	805EA 22436	BOEING 727225				STRINGER 65564416	CORRODED BS 950		2/10/98 DL72S980363
FUSELAGE/STRINGER 29R/FS 950D PLUS 10, FS 1007. SPLICE REPAIR A SECTION OF STRINGER 29R NEAR FS 950D PLUS 10 WAS FOUND BADLY CORRODED. THE STRINGER WAS CUT AT STATION 950D PLUS 10 AND THE AFT END REMOVED. A NEW SECTION WAS SPLICED IN PER ER/A 363641-14, REV C.									
5313 AALA	727AA 20734	BOEING 727227				STRINGER	CRACKED BS 720		1/6/98 AALA980058
TUL - STR 15L CRACKED IN U-CHANNEL FROM END TO FIRST FASTENER AT 720C. REPAIRED STA PER 53-10-3, FIG 5, SHEET 2. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5313 AALA	727AA 20734	BOEING 727227				STRINGER	CRACKED BS 720		1/6/98 AALA980055
TUL - STR 15R CHANNEL CRACKED STA 720B AT RIGHT ZEE LIGHT. INSTALLED REPAIR PER SRM 53-10-3, FIG 5. TST: 67,236. CYCLES: 44,034. (X)									
5313 AALA	727AA 20734	BOEING 727227				STRINGER	CRACKED BS 720		1/6/98 AALA980057
TUL - STR 15L CRACKED IN U-CHANNEL FROM END TO FIRST FASTENER STA 720B. REPAIRED STR PER SRM 53-10-3 FIG 5, SHEET 2. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5313 AALA	727AA 20734	BOEING 727227				STRINGER	CORRODED BS 1030-1040		1/9/98 AALA980059
TUL - CORROSION ON STR 27R STA 1030 - STA 1040 AND SKIN UNDER STRINGER. REMOVED CORROSION, REPAIRED PER SRM 53-30-3, FIG 3. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5313 AALA	727AA 20734	BOEING 727227				STRINGER	CORRODED BS 720		1/6/98 AALA980064
TUL - CORROSION AT STR 23L STA 720E TO STA 720F. REPAIRED STRINGER PER SRM 53-10-3, FIG 1, SHEET 4, DETAIL NR 1. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5313 AALA	727AA 20734	BOEING 727227				STRINGER	CORRODED BS 552/555		1/6/98 AALA980063
TUL - STR 27L HAS CORROSION ON BOTTOM AT STA 552 TO STA 555. REPAIRED STR PER SRM 53-10-3 FIG 1. TST: 67,236 HOURS. CYCLES: 44,034. (X)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5313 AALA	727AA 20734	BOEING 727227				STRINGER	CRACKED BS 580		1/6/98 AALA980060
TUL - STR 28L CRACKED, DAMAGED OUTBOARD LEG STA 580. REPAIRED STR PER SRM 53-10-3, FIG 1. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5313 AALA	727AA 20734	BOEING 727227				STRINGER	CORRODED BS 680-700		1/6/98 AALA980062
TUL - CORROSION AT STR 26L BETWEEN STA 680 AND STA 700 (MKD). REPAIRED STRINGER PER SRM 53-10-3. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5313 AALA	727AA 20734	BOEING 727227				STRINGER	CORRODED BS 720		1/7/98 AALA980056
TUL - CORROSION AT STR 23L, STA 720E TO 720F. REPAIRED STRINGER PER SRM 53-10-3, FIG 1, SHEET 4, DETAIL NR 1. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5313 AALA	727AA 20734	BOEING 727227				STRINGER	CORRODED BS 680-700		1/6/98 AALA980061
TUL - CORROSION UNDER STRINGER BETWEEN STA 680 - STA 700. REPAIRED DAMAGED AREA PER SRM 53-10-3. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5313 FDEA	477FE 21394	BOEING 727227				STRINGER	CRACKED BS 720		2/11/98 98FDEA00100
NR 0502 72C235-02, UPPER LOBE BS 720B - 720C, STR 15L CRACKED AT AFT FASTENER FWD OF ICE LIGHT HOUSING. REPAIRED CRACKED STRINGER PER SRM 53-10-3 FIG 5.									
5313 FDEA	222FE 20933	BOEING 727233				STRINGER 651729119	CRACKED BS 1243		2/11/98 98FDEA00097
NR 0029 003 WHILE WORKING 7-5450-7-3301L PT 11 FOUND CRACK IN STRINGER 14L AT BS 1243.									
5313 FDEA	264FE 21626	BOEING 727233				STRINGER	CRACKED BS 720		2/6/98 98FDEA00102
NR 0221 BS 720B PLUS 5, STRINGER 15R END CRACKED AT HI-LOK FWD OF WING SCANNING LIGHT. CUT END OF STR HFEC CHECKED CUT EDGE OF STRINGER. FABRICATED U-CHANNEL OF .040 7075-T6 AND FILLERS. INSTALLED REPAIR IAW SRM 53-10-3 FIG 5.									
5313 FDEA	145FE 19109	BOEING 72727C				STRINGER 652353533	CRACKED BS 460		2/3/98 98FDEA00083
NR 0832 035, AFTER ACCESSING SKIN ON NR 0648, FOUND STRINGER 6 LT TO BE CRACKED AROUND A FASTENER HOLE AT BS 460. REMOVED AND REPLACED LT STRINGER NR 6 SECTION, BS 450-490 IAW FED-EX SRM 53-10-3.									
5313 IPXA	904UP 18946	BOEING 72751C				STRINGER	CORRODED BS 575		2/10/98 UPS98225741
INSPECTION TYPE:SI, CORROSION ON STR 21 RT, BS 575, WL 178. REMOVED DAMAGED SECTION OF STRINGER AND SPLICED IN REPAIR SECTION IAW SRM 53-10-3.									
5313 IPXA	904UP 18946	BOEING 72751C				STRINGER	CORRODED BS 492-497		2/2/98 UPS98225743
INSPECTION TYPE:SI, CORROSION (SDN 53-111-01.00-02) ON STR 25 LT BS 492-497 WL 160. CORROSION FOUND TO BE OUT OF LIMITS PER SRM 53-10-1. CUT OUT DAMAGED SECTION AND COMPLETED STANDARD REPAIR IAW SRM 53-10-3.									
5313 IPXA	904UP 18946	BOEING 72751C				STRINGER	CORRODED BS 730-735		2/12/98 UPS98225737
INSPECTION TYPE:SI, CORROSION ON STRINGER 23L BS 730 TO 735 WL 155. REMOVED FASTENERS AND CUT STRINGER AT BS 712. INSTALLED STRINGER REPAIR PER SRM 53-10-3 FROM BS 712 TO 726, 726 TO 740 CORROSION FOUND WITHIN LIMITS.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5315 AALA	872AA 21384	BOEING 727223				FLOOR BEAM	CORRODED BS 380		1/13/98 AALA980108
TUL - CORROSION ON TOP SIDE OF FLOOR BEAM STA 380 RBL 27 - RBL 65. REMOVED CORROSION PER SRM 51-10-6. REPAIRED DAMAGED AREA ON FLOOR BEAM PER SRM 53-10-8, PAGES 9-A AND 9-B. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5315 AALA	872AA 21384	BOEING 727223				FLOOR BEAM	CORRODED BS 380		1/13/98 AALA980109
TUL - CORROSION ON TOP OF FLOOR BEAM STA 380 RBL 5 - RBL 25. REMOVED CORROSION PER SRM 51-10-6. REPAIRED PER SRM 53-10-8, PAGES 9-A AND 9-B. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5315 AALA	727AA 20734	BOEING 727227				FLOOR BEAM	CORRODED BS 1130		1/7/98 AALA980082
TUL - APPROXIMATELY ONE-HALF DIAMETER OF DEEP CORROSION ON TOP OF FLOOR BEAM STA 1130 RBL 2411. REPAIRED AFFECTED AREA WITH STRAP DOUBLER PER ESO 11697 DATED 12-12-97. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5315 FDEA	222FE 20933	BOEING 727233				FLOORBEAM 6520832	CORRODED BS 1010		2/10/98 98FDEA00091
NR 0023 001, CORROSION LOWER CHORD BS 1010, WL 201, LBL 24 TO 36. REMOVED CORROSION ON LOWER CHORD, BS 1010, WL 201, LBL 1 TO 45.5. REMOVED LOWER FLANGE OF LOWER CHORD. FABRICATED REPAIR PARTS AND INSTALLED IAW FED-EX SRM 53-10-8 FIG 2.									
5315 FDEA	264FE 21626	BOEING 727233				FLOORBEAM	DAMAGED BS 420		2/6/98 98FDEA00103
NR 0752, NR 0754, UPPER LOBE, BS 420, FLOORBEAM HAS DRILL MARK ALMOST THROUGH UPPER LIP AT RBL 6. ADDITIONAL DAMAGE FOUND IN FLOORBEAM AT RBL 3 UPON REMOVAL OF SEAT TRACK. REMOVED DAMAGED AREAS OF FLOORBEAM AT RBL 3 AND RBL 6, BS 420, AND REPAIRED PER SRM 53-10-8 AND AARD 53-10-07.									
5315 IPXA	904UP 18946	BOEING 72751C				FLOORBEAM	CORRODED BS 312		2/4/98 UPS98225736
INSPECTION TYPE:SI, CORROSION (C53-224-01.05-01) ON TOP OF BS 312 FLOORBEAM, LBL 3, WL 208. CORROSION FOUND TO BE OUT OF LIMITS PER SRM 53-10-1 DAMAGED AREA REMOVED AND STANDARD REPAIR PERFORMED IAW WITH SRM 53-10-08 AND SRM 51-30-7.									
5320 FDEA	144FE 19137	BOEING 72721C				BEAM 6534144109	CORRODED BS 838-843		2/10/98 98FDEA00095
NR 0557 041, CORROSION (C53-224-01(2)) AROUND NUTCLIP HOLES LBL 45 LONGITUDINAL BEAM BS 838-843, WL 208.									
5320 AALA	872AA 21384	BOEING 727223				SILL	CORRODED BS 1176		1/13/98 AALA980110
TUL - WEB AND CHORD ANGLE CORRODED 1 INCH IN DIAMETER, AREA BOTTOM SIDE 1176 CHORD ANGLE BL 6, VAULT DOOR LOWER SILL. REMOVED CORROSION PER SRM 51-10-6. INSTALLED DOUBLER IAW SRM 51-40-2. TST: 54,792. CYCLES: 33,779. (X)									
5320 AALA	872AA 21384	BOEING 727223				SHEAR TIE	CRACKED BS 580		1/13/98 AALA980112
TUL - SHEAR TIES INBOARD AND OUTBOARD OF STR 26L, STA 580, CRACKED. REMOVED AND REPLACED SHEAR TIES PER SRM 53-10-4, FIG 13. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5320 AALA	872AA 21384	BOEING 727223				SHEAR TIE	CORRODED BS 720		1/13/98 AALA980113
TUL - STA 720E SHEAR TIE CORROSION BETWEEN STR 25 AND STR 26R. REPLACED SHEAR TIE, REF: SRM 51-30-2 AND SRM 51-10-6. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5320 AALA	872AA 21384	BOEING 727223				SHEAR TIE	CORRODED BS 720		1/13/98 AALA980114
TUL - CORROSION ON SHEAR TIE STA 720E, STR 25 TO STR 26R. REMOVED AND INSTALLED NEW SHEAR TIE PER SRM 51-30-2, PAGE 31. TST: 54,792 HOURS. CYCLES: 33,779. (X)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 CALA	69735 20664	BOEING 727224				FRAME	CORRODED CARGO DOORWAY		2/12/98 CALA9800227
INSPECTION FOUND C-3 DOOR FRAME CORRODED AT CUTOUT AT FORWARD LOWER END WHERE IT MEETS THRESHOLD AT BS 1090. THE CORRODED AREA WAS CUT OUT. A DOUBLER AND FILLER REPAIR WAS INSTALLED IAW SRM 51-40-3.									
5320 AALA	727AA 20734	BOEING 727227				SHEAR TIE	CRACKED BS 720		1/6/98 AALA980081
TUL - STA 720, ABOVE STR 18L, BELT FRAME SHEAR TIE IS CRACKED. REPAIRED PER SRM 51-40-3. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5320 FDEA	222FE 20933	BOEING 727233				CHORD 652083321	CORRODED BS 1030		2/11/98 98FDEA00096
NR 0022 004 CORROSION UPPER CHORD BS 1030, WL 208, LBL 11-21.									
5320 FDEA	222FE 20933	BOEING 727233				CHORD 692083920	CORRODED BS 1148		2/12/98 98FDEA00104
NR 0030 005, CORROSION ROUND ON LOWER CHORD AT BS 1148, LBL 30 - RBL 43, WL 201 FLOORBEAM.									
5320 FDEA	222FE 20933	BOEING 727233				CHORD 692083828	CORRODED BS 1130		2/12/98 98FDEA00105
NR 0025 006, CORROSION ON LOWER CHORD BS 1130, WL 201, LBL 25 TO RBL 25.									
5320 FDEA	222FE 20933	BOEING 727233				CHORD 652083413	CORRODED BS 1050		2/11/98 98FDEA00098
NR 0021 002, CORROSION LOWER CHORD BS 1050, WL 201, RBL 15. REMOVED DAMAGED AREA BS 1050, WL 201, RBL 13. FABRICATED REPAIR PARTS, ALODINED AND PRIMED. INSTALLED REPAIR PARTS PER FED-EX SRM 53-10-08 FIG 8.									
5320 FDEA	156FE 18289	BOEING 72725				WEB 65184174	CORRODED BS 306		2/10/98 98FDEA00093
NR0417 005, WHILE WORKING NR0159 FOUND CORROSION BETWEEN THE NOSE WHEEL WELL HORIZONTAL WEB AND BONDED DOUBLER AT BS 306, WL 182, LBL 14 TO RBL 14.									
5320 FDEA	156FE 18289	BOEING 72725				FITTING 652427626	CORRODED BS 1180		2/3/98 98FDEA00084
NR 0145 001, CORROSION (C53-224-04) ON BRACKET AT BS 1180, RBL 66, WL 208. CORROSION ON BRACKET AT BS 1180, RBL 66, WL 208 FOUND TO BE OUT OF LIMITS. REMOVED .060 FROM .080 ORIGINAL THICKNESS MATERIAL AS PER FED-EX SRM 53-10-1. REMOVED AND REPLACED BRACKET PER FED-EX SRM 51-30-2 AND 51-30-5. REMOVED CORROSION ON STR FITTING BS 1180, RBL 66, WL 208 FOUND TO BE 100 PERCENT CORRODED AND OUT OF LIMITS PER FED-EX SRM 53-10-1. FABRICATED STR FITTING FROM .080 7075-TD. HEAT TREATED TO 7075-T6 AS PER FED-EX SRM 51-20-1 AND INSTALLED PER FED-EX 57-30-2.									
5320 FDEA	156FE 18289	BOEING 72725				WEB 65189154	CORRODED BS 294-328		2/10/98 98FDEA00094
NR 0400 006 WHILE WORKING NR0259, FOUND CORROSION ON FLOOR WEB BS 294-328, RBL 15-30, WL 168. FOUND CORROSION ON FLOOR WEB BS 294-328, RBL 15-30, WL 168 TO BE OUT OF LIMITS IAW FED-EX SRM 53-10-1. FABRICATED NEW WEB BS 294 TO 350, RBL 15-30, WL 168 IAW FED-EX DRAWING 65-18915. WEB WILL BE INSTALLED ON CUSTOMER CARD NR0401.									
5320 IPXA	904UP 18946	BOEING 72751C				WEB	CORRODED BS 243-251		2/10/98 UPS98225742
INSPECTION TYPE:S, CORROSION (C53-111-01.00-01) ON NOSE WHEELWELL PRESSURE WEB BS 243-251, LBL 235, WL 168-172 (AREA MARKED). REMOVED CORROSION FOUND TO BE OUT OF LIMITS PER SRM 51-10-02. REPAIRED PER SRM 53-10-9, 51-10-02.									
5320 IPXA	904UP 18946	BOEING 72751C				STIFFENER 6526312118	CORRODED BS 294		2/10/98 UPS98225740
INSPECTION TYPE:SI, CORROSION ON VERTICAL STIFFENER AT STA 294, RBL 5, WL 193 ON STIFFENER STRAP. REMOVED AND REPLACED STRAP ON STIFFENER IAW SRM 51-30-2.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE



## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 IPXA	904UP 18946	BOEING 72751C				ANGLE 652647356	CORRODED BS 868		2/12/98 UPS98225738
INSPECTION TYPE:SI, CORROSION ON OUTBD SIDE OF INBD EXPANSION LINK STA 868, LBL 35, WL 161. REMOVED AND REPLACED EXPANSION LINK ATTACH ANGLES IAW SRM 51-30-2.									
5320 IPXA	904UP 18946	BOEING 72751C				INTERCOSTAL	CORRODED BS 211.8		2/3/98 UPS98225744
INSPECTION TYPE:SI, CORROSION (C53-111-01.00-01) ON INTERCOSTAL BS 211.8, RBL 25, WL 176. CORROSION OUT OF LIMITS. REMOVED INTERCOSTAL, FABRICATED AND INSTALLED NEW INTERCOSTAL IAW SRM 51-20-1, 51-10-3.									
5330 FDEA	144FE 19137	BOEING 72721C				SKIN 6518420111	CRACKED BS 259.5		2/16/98 98FDEA00109
NR 0920 042, WHILE PERFORMING HFEC INSPECTION OF FASTENER HOLES. FOUND CRACK EMANATING FROM HOLE AT BS 259.5, STR 8 R. REPAIRED CRACK AT BS 259.5, STR 8R PER EO 7-5330-7-2319G PT5 AND DRAWING 69-62161.									
5330 AALA	872AA 21384	BOEING 727223				SKIN	DENTED BS 392		1/13/98 AALA980106
TUL - DENT APPROXIMATELY 4 FEET AFT OF FORWARD ENTRY DOOR, LT SIDE, 6 INCHES BELOW CABIN FLOOR AND 2 INCHES LONG. REMOVED DAMAGED PORTION OF SKIN AT INSTALLED REPAIR PER SRM 53-30-3. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5330 AALA	872AA 21384	BOEING 727223				SKIN	DENTED BS 380		1/13/98 AALA980107
TUL - DENT APPROXIMATELY 3 FEET AFT OF FORWARD ENTRY DOOR, LT SIDE APPROXIMATELY 3 INCHES BELOW CABIN FLOOR AND APPROXIMATELY 2 INCHES LONG. REMOVED DAMAGED PORTION OF SKIN AND INSTALLED REPAIR PER SRM 53-30-3. TST: 53,792 HOURS. CYCLES: 33,779. (X)									
5330 AALA	872AA 21384	BOEING 727223				SKIN	GOUGED BS 570-590		1/13/98 AALA980105
TUL - CORROSION ON STR 26L, STA 577. SKIN GOUGED AT LAP UNDER STR 26L, STA 520 - STA 590. REMOVED DAMAGED SKIN AND INSTALLED FLUSH REPAIR SRM 53-30-3 FIG 6. REMOVED STRINGER AND INSTALLED NEW STRINGER AND SPLICE PER SRM 5-10-3 FIG 1. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5330 CALA	79746 22449	BOEING 727224				SKIN	DENTED BS 1333		2/12/98 CALA9800225
INSPECTION FOUND LEFT FUSELAGE SKIN DENTED AT STA 1333 JUST ABOVE AIRSTAIR. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-30-2 AND 53-30-03.									
5330 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED BS 1030-1040		1/6/98 AALA980078
TUL - CORROSION COMING OUT AROUND FASTENERS AND SKIN AND BETWEEN SKIN AND STRINGER. CUT OUT DAMAGE, INSTALLED DOUBLER PER SRM 53-30-3. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5330 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED BS 580		1/6/98 AALA980067
TUL - SKIN BULGED OUT AT THE FLUSH REPAIR STA 580, STR 28L. INSTALLED DOUBLER PER SRM 53-30-3, FIG 3. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5330 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED BS 500		1/6/98 AALA980068
TUL - LOWER SKIN BULGED AT STR 27R STA 500. INSTALLED EXTERNAL DOUBLER AT STR 27R STA 500 PER SRM 53-30-3. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5330 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED BS 708		1/6/98 AALA980069
TUL - SKIN BULGING AROUND FASTENER HOLE STA 708 OUTBOARD STR 26R. REPLACED DAMAGED SKIN PER SRM 53-30-3 FIG 3. TST: 67,236 HOURS. CYCLES: 44,034. (X)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5330 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED BS 681	1/6/98	AALA980070
TUL - FUSELAGE SKIN BULGED STA 681 BETWEEN STR 28L AND STR 28R. REPLACED DAMAGED SKIN PER SRM 53-30-3 FIG 3. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5330 AALA	727AA 20734	BOEING 727227				SKIN	DENTED BS 332	1/6/98	AALA980071
TUL - 3 INCH DENT AND GOUGE BELOW STR 24R, STA 332. REPAIRED MINOR DENT IN SKIN PER SRM 53-30-3 PAGE 154 FIG 24 SHEET 4. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5330 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED BS 552	1/6/98	AALA980072
TUL - SKIN BULGED OUT AT THE REPAIR STA 552, STR 28L. INSTALLED DOUBLER PER SRM 53-30-3, FIG 3. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5330 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED BS 715	1/6/98	AALA980073
TUL - CORROSION UNDER STR 26R FROM STA 696 TO STA 715. REPAIRED PER SRM 53-30-3 FIG 14. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5330 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED BS 990-1010	1/6/98	AALA980074
TUL - CORROSION IN SEALANT AT STR 10R STA 990 - STA 1010 AT SKIN LAP. REPAIRED PER SRM 53-30-3 FIG 5 PER ESO 11697 DATED 12-8-97. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5330 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED BS 720	1/6/98	AALA980075
TUL - CORROSION UNDER STR 26R BETWEEN STA 720C TO STA 720D. INSTALLED EXTERNAL DOUBLER PER SRM 53-30-3. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5330 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED BS 720	1/6/98	AALA980076
TUL - CORROSION UNDER STR 26R BETWEEN STA 720C TO STA 720D. INSTALLED EXTERNAL DOUBLER PER SRM 53-30-3. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5330 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED BS 840-826	1/6/98	AALA980077
TUL - CORROSION EMANATING FROM LONGITUDINAL SKIN LAP. INSTALLED EXTERNAL DOUBLER 11 INCHES BY 14 INCHES PER SRM 53-30-3 FIG 14 SHEETS 1 THROUGH 6. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5330 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED BS 700	1/6/98	AALA980065
TUL - SKIN BULGED OUT AND FRONT BROKEN IN SKIN LAP AND DOUBLER, STR 26R, STA 700. DAMAGED AREA REPAIRED PER SRM 53-30-3, FIG 4. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5330 IPXA	941UP 19196	BOEING 72722C				SKIN	CRACKED BS 1245	2/6/98	UPS98225746
INSPECTION TYPE:C, CRACK ON SKIN, AFT ENTRY STAIRS CENTER LINE APPROX BS 1245. REPAIR CARRIED OUT IAW SRM 53-10-2 FIGURE 3.									
5330 IPXA	214UP 21342	BOEING 7272A1				SKIN	CORRODED BS 720	2/5/98	UPS98225724
INSPECTION TYPE:SI CORROSION (C53-224-01.00-02) ON INTERIOR OF SKIN AROUND PERIMETER OF SIDELIGHT BETWEEN BS 720B PLUS 5 AND 720C LBL 73 WL 218-228 BETWEEN STR 14L AND 16L. CORROSION OUT OF LIMITS IAW SRM 53-30-3. REPAIRED SKIN AROUND PERIF OF LT SIDELIGHT IAW BFG/TRAMCO EO 98-2051 UPS FILE NR 727-53-1995.									
5400 IPXA	941UP 19196	BOEING 72722C				WEB	CRACKED BS 1381.5	2/11/98	UPS98225728
INSPECTION TYPE:C, CRACK ON WEB ABOVE NR 2 ENGINE HORIZONTAL FIREWALL, RT SIDE AT STATION 1381.5. WEB FABRICATED AND FITTED IAW DRAWING 65-17555.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5510 AALA	727AA 20734	BOEING 727227				BEAM	CORRODED HORIZ STABILIZER	1/6/98 AALA980079	
TUL - SEVERAL AREAS OF CORROSION ON AFT EDGE OF RT HORIZONTAL REAR UPPER CHORD. REPLACED RT AFT HORIZONTAL BEAM. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5531 DALA	528DA 21702	BOEING 727232				RIB	CRACKED VERT STAB	2/9/98 DL72S980349	
VERTICAL STAB RIB CHORD CRACKED AT FASTENER HOLE, FIN STA 157.2 AND STR 9 RT, FOUND ON E-2 LETTER CHECK. INSTALLED DOUBLER PER M/M 55-30-3 NR 2.									
5712 CALA	69735 20664	BOEING 727224				RIB	CRACKED RT WINGTIP	2/12/98 CALA9800253	
INSPECTION FOUND A 1.5 CRACK IN WINGTIP MOUNT RIB AT WINGTIP AREA AFT OF NAV STROBE LIGHT. AN ANGLE DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-40-3.									
5720 AALA	872AA 21384	BOEING 727223				STIFFENER	CORRODED WS 160	1/13/98 AALA980111	
TUL - CORROSION ON VERTICAL STIFFENER ON FRONT SPAR ABOVE MANUAL DEFUELING VALVE. REMOVED CORRODED STIFFENER AND REPLACED WITH NEW STIFFENER AT LES 160. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5720 CALA	69735 20664	BOEING 727224				SPLICE PLATE	CRACKED WS 224.5	2/12/98 CALA9800222	
INSPECTION FOUND A 2 INCH CRACK AT SPLICE PLATE INSIDE LEFT WING UPPER LEADING EDGE ABOVE NR 2 LEADING EDGE FLAP ACTUATOR/ANTI-ICE DUCT AREA, WS 224.5. THE SPLICE PLATE WAS REMOVED AND A STRAP WAS FABRICATED AND INSTALLED IAW SRM 57-50-2 AND 51-30-2.									
5720 CALA	69735 20664	BOEING 727224				DOUBLER	CRACKED RT WINGTIP	2/12/98 CALA9800252	
INSPECTION FOUND A 2 INCH CRACK IN DOUBLER OF RT WINGTIP TRAILING EDGE AT WBL 626. THE WINGTIP WAS REMOVED AND A NEW DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-40-2. THE WINGTIP WAS REINSTALLED IAW SRM 51-30-2 AND MM 33-40-0.									
5720 CALA	79746 22449	BOEING 727224				ANGLE	CRACKED LT LE RIB	2/12/98 CALA9800221	
INSPECTION FOUND A .5 AND 1 INCH CRACK AT FASTENERS IN CURVED ANGLE INSIDE LEFT WING LEADING EDGE RIB OUTBOARD SIDE AT SLAT STA 0 (AFT OF NR 4 SLAT INBOARD MOST END). THE ANGLE WAS REMOVED. A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-10-1 AND 51-30-2.									
5720 FDEA	477FE 21394	BOEING 727227				BEAM	CORRODED LT MLG	2/11/98 98FDEA00101	
NR 0794 7-5750-7-231, LEFT MLG BEAM CORRODED ON UNDERSIDE WHERE NR 4 FLAP TRACK CONTACTS IT. REMOVED CORROSION BLENDED AREA PER EA 7-5730-29358 EA - DATE 2/10/98.									
5730 AALA	872AA 21384	BOEING 727223				SKIN	CORRODED WS 840	1/13/98 AALA980104	
TUL - CORROSION ON LOWER WING SKIN IN AREA AT RIGHT PRIMARY HEAT EXCHANGE, RBL 8-40, STA 840. REMOVED CORROSION AND INSTALLED REPAIR DOUBLER PER ESO 11697 DATED 1-6-98. TST: 54,792 HOURS. CYCLES: 33,779. (X)									
5730 CALA	69735 20664	BOEING 727224				SKIN	CRACKED LT WINGTIP	2/12/98 CALA9800254	
INSPECTION FOUND A .625 INCH CRACK AND TWO SHEARED FASTENERS IN LEFT WINGTIP LOWER TRAILING EDGE SKIN. THE FASTENERS WERE REMOVED AND THE CRACK WAS STOP DRILLED. A DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 51-30-2 AND 51-40-02.									
5730 CALA	79746 22449	BOEING 727224				SKIN	CRACKED LT WING	2/12/98 CALA9800219	
INSPECTION FOUND A .375 CRACK AT LEFT WING FIXED LEADING EDGE SKIN ABOVE NR 4 SLAT INBOARD TRACK. THE CRACK WAS STOP DRILLED. A REPAIR DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 57-30-05.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5730 CALA	79746 22449	BOEING 727224				SKIN	DENTED LT WING		2/12/98 CALA9800220
INSPECTION FOUND LEFT WING INBOARD LEADING EDGE SKIN DENTED BETWEEN INBOARD LANDING LIGHT AND NR 3 LEADING EDGE FLAP AREA. THE DENT WAS REWORKED IAW ECRA 5750-01352.									
5730 AALA	727AA 20734	BOEING 727227				SKIN	CORRODED WS 431		1/7/98 AALA980066
TUL - AREA OF BULGED AND DISTORTED SKIN UPPER FIXED LEADING EDGE JUST ABOVE INBOARD END OF FUELING PANEL, POSSIBLE CORROSION. REMOVED DAMAGED AREA, INSTALLED FLUSH REPAIR PER SRM 57-30-4. TST: 67,236 HOURS. CYCLES: 44,034. (X)									
5730 CALA	14788 20642	BOEING 727232				FUEL PANEL	LOOSE LT WING		2/13/98 CALA9800233
A FUEL LEAK WAS REPORTED COMING FROM LT WING AFTER TAKEOFF FROM EWR. THE AIRCRAFT WAS RETURNED TO EWR WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND LOOSE SCREWS AT THE NR 4 UNDERWING FUEL ACCESS PANEL OF THE LT WING. ALL SCREWS WERE RETORQUED AND LEAK CHECK WAS GOOD.									
5743 DALA	528DA 21702	BOEING 727232				BEAM	CHAFED RT MLG SUPPORT		2/9/98 DL72S980348
FOUND ON E2 LETTER CK, AFT SIDE OF MLG STRUT CHAFING FWD SIDE OF WALKING BEAM. REPAIRED PER MM 57-43-0.									
5751 IPXA	941UP 19196	BOEING 72722C				FITTING	CORRODED RT AILERON		2/13/98 UPS98225745
INSPECTION TYPE:C, RIGHT OUTBOARD AILERON PUSHROD ATTACH FITTING ON AILERON HAS SURFACE CORROSION AROUND LUG HOLES, FITTING REPLACED IAW DRAWING 65-21766.									
5751 IPXA	904UP 18946	BOEING 72751C				FITTING	CORRODED LT AILERON		2/13/98 UPS98225735
INSPECTION TYPE:SI, I/B CENTER HINGE FITTING ON AILERON SIDE IS CORRODED ON O/B AILERON L/W. REMOVED AND REPLACED L/W O/B AILERON CENTER HINGE FITTING AILERON SIDE IAW SRM 51-30-2 AND 51-30-5.									
5753 CALA	69735 20664	BOEING 727224				SKIN	DEBONDED LT TE FOREFLAP		2/12/98 CALA9800251
INSPECTION FOUND LT INBOARD FOREFLAP INBOARD TRAILING EDGE SKIN DEBONDED WITH CHAFE MARKS ALONG UPPER SURFACE. THE FOREFLAP WAS REMOVED, REPAIRED AND REPLACED.									
5753 CALA	69735 20664	BOEING 727224				CASTING	CRACKED LT TE FOREFLAP		2/12/98 CALA9800232
INSPECTION FOUND A 1 INCH CRACK IN LT OUTBOARD FOREFLAP OUTBOARD END CASTING LOWER ATTACH LUG. THE LT OUTBOARD FOREFLAP VANE WAS REMOVED AND REPLACED IAW MM 27-50-00.									
5753 DALA	296WA 22533	BOEING 727247				ANGLE	CRACKED NR 3 TE FLAP		2/5/98 DL72W980358
DURING SHOP, THE AFT SPAR ANGLE WAS FOUND CRACKED 34 FROM THE IB END OF THE FLAP. THE ANGLE WAS REPAIRED BY INSTALLING A DOUBLER PER 727 MM 57-52-0, FIG 802.									
5753 DALA	296WA 22533	BOEING 727247				ANGLE	CRACKED RT TE FLAP		2/5/98 DL72W980357
DURING SHOP INSPECTION, THE AFT SPAR ANGLE WAS FOUND CRACKED 18 FROM IB END OF FLAP. THE ANGLE WAS REPAIRED BY INSTALLING A DOUBLER PER 727 MM 57-52-0, FIG 802.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5753 DALA	296WA 22533	BOEING 727247				ANGLE	REPAIRED LT TE FLAP		1/30/98 DL72W980356
DURING SHOP INSPECTION, THE AFT SPAR ANGLE WAS FOUND CRACKED 37 FROM THE I/B END OF FLAP. THE CRACK WAS REPAIRED BY INSTALLING A DOUBLER PER 727 MM 57-52-0, FIG 802.									
5753 IPXA	214UP 21342	BOEING 7272A1				FITTING 653273416	CORRODED NR 8 TE FLAP		1/1/98 UPS98225723
INSPECTION TYPE:SI NR 8 FLAP TRACK FWD ATTACH FITTING IS CORRODED AROUND FLAP TRACK FWD ATTACH POINT BUSHING AND BUSHING MIGRATED AND CORROSION IN FAIL/SAFE STRAP ATTACH POINT BOLT HOLES FWD ATTACH HARDWARE REQUIRES REPLACEMENT OUTBOARD AND INBOARD MRR FILED OPEN. REWORKED AND INSTALLED FLAP TRACK SUPPORT FITTING PER ENGINEERING REPAIR NO 98-2085 AND MM 25-51-31.									
5754 CALA	69735 20664	BOEING 727224				SKIN	CRACKED NR 4 LE SLAT		2/12/98 CALA9800230
INSPECTION FOUND SEVERAL .375 INCH CRACKS FROM FASTENER HOLE AT NR 4 SLAT UPPER SKIN WHERE INBOARD HOOK MOUNTS. TWO .375 INCH CRACKS WERE FOUND AT NR 4 SLAT UPPER SKIN WHERE OUTBOARD HOOK MOUNTS. DOUBLERS WERE FABRICATED AND INSTALLED IAW SRM 57-50-3.									
5754 CALA	69735 20664	BOEING 727224				ANGLE	CRACKED NR 2 LE SLAT		2/12/98 CALA9800231
INSPECTION FOUND A 3 INCH CRACK IN LT WING NR 2 SLAT CHORD ANGLE BELOW WHERE INBOARD STOP PAD MOUNTS. A NEW ANGLE WAS FABRICATED AND INSTALLED IAW SRM 51-10-01.									
5754 CALA	69735 20664	BOEING 727224				RIB	CRACKED NR 2 LE SLAT		2/12/98 CALA9800226
INSPECTION FOUND A 2 CRACK IN NR 2 LEADING EDGE SLAT RIB OUTBOARD OF ANTI-ICE DUCT. A REPAIR ANGLE WAS FABRICATED AND INSTALLED IAW SRM 57-50-3.									
5755 CALA	69735 20664	BOEING 727224				SKIN	CRACKED NR 4 SPOILER		2/12/98 CALA9800250
INSPECTION FOUND A 1.375 CRACK IN LT WING NR 4 SPOILER AT LOWER SKIN JUST INBOARD OF SECOND FROM INBOARD HINGE. THE NR 4 SPOILER WAS REMOVED AND REPLACED.									
7200 EISA	367PA 22539	BOEING 727221	PWA JT8D17R			ENGINE	FAILED NR 2		1/4/98 EISA98001
NR 2 ENGINE FAILED ON GO AROUND. (M)									
7200 CALA	17773 21045	BOEING 727227	PWA JT8D9			ENGINE	FAILED NR 1		2/11/98 CALA9801208
THE NR 1 ENGINE POPPED AND EGT WENT TO 600 DEGREES WHILE CLIMBING THROUGH 18000 FEET AFTER TAKEOFF FROM IAH. THE ENGINE VIBRATED AND WAS SHUTDOWN. THE N2 DROPPED TO 70 PERCENT BEFORE THROTTLE WAS PULLED TO IDLE. THE AIRCRAFT WAS RETURNED TO IAH WHERE IT LANDED WITHOUT INCIDENT. THE NR 1 ENGINE WAS REMOVED AND REPLACED.									
7510 TWAA	54330 20308	BOEING 727231	PWA JT8D9A			DUCT 652673831	DAMAGED NR 3 ENGINE		1/20/98 TWAA9801101
SLC - FLT 844 - DURING CLIMB, NR 3 ENGINE FIRE WARNING OCCURED. ENGINE SPEED REDUCED TO IDLE. RETURNED TO SLC. REPLACED NR 3 ENGINE ANTI-ICE DUCT, MFG PART NUMBER 65-26738-31 DUE TO HOLE IN DUCT. (M)									
2170 USAA	226US 21815	BOEING 737201				SEPARATOR BAGS V1211	DIRTY A/C BAY		1/6/98 USAASB98004
CLT - FLT 776 - CLIMBING THROUGH 4,000 FEET, CREW SMELLED A SMOKY ODOR THAT RESEMBLED A BURNING CANDLE SMELL IN THE COCKPIT. ODOR WAS ALSO PRESENT IN THE CABIN. NO INDICATION OF SMOKE WAS PRESENT THROUGHOUT THE AIRCRAFT INCLUDING THE GALLEYS AND COCKPIT. AN EMERGENCY WAS DECLARED AND THE FLIGHT RETURNED TO FIELD AT CLT. FLIGHT LANDED WITHOUT FURTHER INCIDENT AND TAXIED TO THE GATE UNDER ITS OWN POWER. MAINTENANCE RAN THE PACKS USING APU AND ENGINE AIR. COULD NOT DUPLICATE ODOR ON THE GROUND. FOUND WATER SEPARATOR BAGS DIRTY. REPLACED SAME. OPS AND LEAK CHECK GOOD. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2565 SWAA	103SW 23019	BOEING 7372H4				SLIDE 1061323425	LOW PRESSURE CABIN		1/29/98 SWAA980100
DURING SCHEDULED A2, FOUND AFT ENTRY DOOR EMERGENCY EXIT SLIDE LOW PRESSURE. REMOVED AND REPLACED PER BOEING MM.									
2565 SWAA	514SW 25153	BOEING 7375H4				SLIDE D31591474	OUT OF DATE PAX DOOR		2/4/98 SWAA980116
DURING SCHEDULED A-2 CHECK, FOUND FWD ENTRY DOOR SLIDE ASSY INSPECTION DUE. REPAIRED PER BOEING MM.									
2565 SWAA	526SW 26568	BOEING 7375H4				SLIDE D31354433	TORN AFT ENTRY		2/5/98 SWAA980104
DURING SCHEDULED C3 CHECK, FOUND AFT ENTRY DOOR SLIDE GIRT BAR MATERIAL TORN/FRAYED. REPAIRED PER BOEING MM.									
2761 USAA	233US 22273	BOEING 737201				SEAL 049415	FAILED RT SPOILER ACT		1/6/98 USAASB98005
BWI - FLT 2299 - FLT DEPARTED MHT THEN DIVERTED TO BWI DUE TO HYDRAULIC SYSTEM QTY DROPPING BELOW REFILL LINE. HYDRAULIC SYSTEM WAS SERVICED AND CHECKED FOR LEAKS. NO LEAKS WERE NOTED. FLIGHT THEN DEPARTED BWI AND RETURNED TO FIELD SHORTLY THEREAFTER DUE TO HYDRAULIC SYSTEM QTY AGAIN GRADUALLY DROPPING TO BELOW THE REFILL LINE. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND A BLOWN O-RING SEAL FOR THE RIGHT WING INBOARD SPOILER ACTUATOR. REPLACED SAME, SERVICED HYDRAULIC SYSTEM. GROUND TEST AND LEAK CHECK GOOD. ALSO, CHECKED ALL HYDRAULIC PUMPS. PUMPS WERE FOUND NORMAL. (M)									
2782 P2EA	603DJ 19955	BOEING 737222				FITTING	CRACKED NR 3 LE FLAP		1/30/98 P2EA98019
SJO - DURING C-CHECK, LEFT WING NR 3 SLAT ACTUATOR ATTACH FITTING CRACKED. REPLACED LEFT WING NR 3 SLAT ACTUATOR SUPPORT FITTING IAW SRM 51-10-1. (M)									
2910 USAA	226US 21815	BOEING 737201				B-NUT	LOOSE NR 3 SPOILER ACT		1/17/98 USAASB98014
SAV - FLT 1481 - AT FL 310, THE 'A' SYSTEM HYDRAULIC QTY SLOWLY DROPPED TO 1.2 GALLONS. CAPTAIN NOTICED THE QTY HAD BEEN SLOWLY DROPPING OVER THE LAST HOUR. THE, 'B' SYSTEM HYDRAULIC SYSTEM LOW QTY LIGHT ILLUMINATED. CAPTAIN DECLARED AN EMERGENCY AND THE FLIGHT DIVERTED TO SAV. FLIGHT LANDED WITHOUT INCIDENT AND TAXIED TO THE GATE ON ITS OWN. MAINTENANCE FOUND A LOOSE CONNECTION ON THE NR 3 SPOILER ACTUATOR. TIGHTENED B-NUT. ALSO, TIGHTENED B-NUT ON FLIGHT CONTROL MODULE. SERVICED HYDRAULIC SYSTEM AND CHECKED FOR LEAKS. NO LEAKS NOTED. (M)									
3234 USAA	241US 22443	BOEING 737201				SWITCH MS253831	OUT OF ADJUST GEAR HANDLE		1/13/98 USAASB98011
BWI - FLT 254 - WHEN LANDING GEAR WAS EXTENDED, CREW RECEIVED 3 GREEN LIGHTS AND 3 RED LIGHTS. GEAR WAS CYCLED AND NORMAL GEAR INDICATION WAS RECEIVED, 3 GREEN LIGHTS AND NO RED LIGHTS. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE ADJUSTED GEAR HANDLE DOWNLOCK SWITCH AND LUBED GEAR HANDLE SLIDE LOCK. OPERATIONAL CHECK NORMAL. (M)									
3260 P9OA	461PR 28882	BOEING 73749R				RELAY 10604501	DEFECTIVE P6 PANEL	1308	12/21/97 98ZZZX742
LANDING GEAR DOWN INDICATION FAILED. MASTER DIM CONTROL RELAY FAILED IN BRIGHT MODE.									
3350 DALA	321DL 23093	BOEING 737232				WIRE	SHORTED CABIN		1/9/98 DL73K980351
FOUND LAST 3 SEAT ROWS EMERG EXIT LIGHTS INOP. FOUND ON NR 2 L/O. REPAIRED WIRING.									
3350 AWXA	179AW 22646	BOEING 737277				LIGHT 1060091101	BROKEN CABIN		1/22/98 AWXA9800034
'D' L2 FWD EMERGENCY LIGHT ASSY BROKEN. REMOVED AND REPLACED LIGHT ASSY F/C GOODSTC NR SA3432NM.									
3350 AWXA	182AW 22649	BOEING 737277				WIRES	BROKEN CABIN		2/11/98 AWXA9800052
'D EMERGENCY LIGHTS INOP ROW 3, 6, 7, AND 9C. REPAIRED WIRES, STCSA3432NM.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 AWXA	186AW 22653	BOEING 737277				WIRING	FAILED CABIN		1/17/98 AWXA9800027
'D' EMERG LIGHT INOP AT SEAT 18C. RELAMPED, NO HELP ON 'C'. REPAIRED WIRING, OPS OKSTC NR SA3432NM.									
3350 USAA	280AU 22892	BOEING 7372B7				BATTERY PACK 900835A	DISCHARGED CABIN		1/23/98 USAASB98023
CLT - MAINTENANCE FOUND THE FORWARD, CENTER AND AFT CABIN OVERHEAD EMERGENCY LIGHTS INOP. MAINTENANCE REMOVED AND REPLACED THE THREE BATTERY PACKS AT EACH INDIVIDUAL OVERHEAD LIGHT. OPERATIONAL CHECK GOOD. (M)									
3350 SWAA	67SW 22356	BOEING 7372H4				LIGHT 1000679	LOOSE CABIN		1/20/98 SWAA980101
DURING SCHEDULED RON, FOUND GALLEY EMERGENCY EXIT LIGHT FELL OUT OF ITS BRACKET DURING CLIMB-OUT. THE BATTERY IN IT APPEARS DAMAGED. REMOVED AND REPLACED PER BOEING MM.									
3350 ASAA	741AS 21959	BOEING 7372Q8C				BATTERY 86210144	DISCHARGED CABIN		1/16/98 ASAA981009
SEA - DURING MAINTENANCE CHECK, THE SMOKE BARRIER EMERGENCY EXIT LIGHTS WERE FOUND TO BE DIM. REPLACED BATTERY TO SMOKE BARRIER LIGHT ASSEMBLY AND LIGHTS OPERATED NORMALLY. (M)									
3350 AWXA	149AW 22575	BOEING 7372U9				POWER SUPPLY 864705	INOPERATIVE CABIN		1/27/98 AWXA9800037
'D' EMERGENCY EXIT LIGHT BESIDE R1 AND L1 DOORS AND FIRST CLASS OVHD EXIT LIGHTS ARE ALL INOP. REMOVED AND REPLACED EMERGENCY LT PWR SUPPLY IN FIRST CLASS OVERHEAD, OPS CHECKS GOOD. STC NR SA3432NM.									
3350 AWXA	328AW 23377	BOEING 7373B7				WIRE	BROKEN CABIN		1/22/98 AWXA9800035
'D' FLOOR TRACK EMERG LIGHT AT ROW 4 INOP. REPAIRED WIRE AT ROW 4 SYSTEM, OPS CHECK GOOD STC NR SA1889SO.									
3350 AWXA	157AW 23779	BOEING 7373G7				LIGHT 831136	INOPERATIVE CABIN		1/2/98 AWXA9800040
'D' ROW 6 EMERGENCY EXIT LIGHT INOP. INSTALLED NEW ASSEMBLY, OPS CHECK NORMAL. STC NR SA3432NM.									
3350 AWXA	160AW 23782	BOEING 7373G7				WIRE	BROKEN CABIN		2/3/98 AWXA9800041
'D' EMERGENCY LIGHT AT ROW 1 INOP. REPAIRED WIRE AT ROW NR 1 EMERGENCY LIGHT. OPS CHECK GOOD. STC SA3432NM.									
3350 AWXA	323AW 23684	BOEING 7373Y0				WIRE	BROKEN CABIN		1/29/98 AWXA9800039
EMERGENCY LIGHT AT ROW 12L IS INOP. REPAIRED WIRE, OPS CK GOOD. STC SA3140NM.									
3350 USAA	424US 23991	BOEING 737401				BATTERY PACK AD20131A	DISCHARGED CABIN		1/12/98 USAASB98009
ALB - MAINTENANCE FOUND THE FOLLOWING EMERGENCY/EXIT/EVACUATION LIGHTS INOP, ROW 12 RIGHT AND 20 LEFT BULLNOSE, SEAT MOUNTED LIGHTS AT ROWS 12 THROUGH 19 AND SIDEWALL EXIT LIGHT AT ROW 12F. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK AT ROW 20 CEILING, 5 INCHES LEFT OF AIRCRAFT CENTERLINE. OPERATIONAL CHECK GOOD. (M)									
3350 SWAA	510SW 24187	BOEING 7375H4				LIGHT 20121	INOPERATIVE CABIN		2/5/98 SWAA980117
DURING PRE-FLIGHT INSPECTION, FIRST 3 FLOOR PROX LIGHTS AT FRONT OF AIRCRAFT ARE INOP. REPAIRED FLOOR TRACK AT ROW 3ABC.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5311 P2EA	603DJ 19955	BOEING 737222				FRAME	CRACKED BS 460		1/26/98 P2EA98006
SJO - FUSELAGE FRAME CRACKED, IN FORWARD CARGO COMPARTMENT AT BS 460, BETWEEN STRINGER 28L AND 27R, CRACK SIZE 11 INCH BY 4 INCH. REPAIRED FUSELAGE FRAME CRACK, PER SRM 53-10-4 FIG 10. (M)									
5311 P2EA	603DJ 19955	BOEING 737222				FRAME	CRACKED BS 460		1/26/98 P2EA98008
SJO - DURING C-CHECK, FUSELAGE FRAME UPPER FLANGE CRACKED IN FORWARD CARGO COMPARTMENT AT BS 460, STRINGER 20L AND 21L, CRACK SIZE 10.25 INCH BY 4 INCH. REPAIRED CRACK IAW SRM 53-10-4 FIG 1. (M)									
5311 P2EA	603DJ 19955	BOEING 737222				FRAME	CRACKED BS 420		1/26/98 P2EA98009
SJO - DURING C-CHECK, FUSELAGE FRAME UPPER FLANGE CRACKED IN FORWARD CARGO COMPARTMENT AT BS 420, BETWEEN STRINGER 22L AND 23L, CRACK SIZE 13.5 INCH BY 2.5 INCH. REPAIRED CRACK IAW SRM 53-10-4 FIG 1. (M)									
5311 P2EA	603DJ 19955	BOEING 737222				FRAME	CRACKED BS 500		1/26/98 P2EA98010
SJO - DURNG C-CHECK, FUSELAGE FRAME UPPER FLANGE CRACKED IN FORWARD CARGO COMPTMENT AT BS 500A, AT STRINGER 20R AND 21R, CRACK SIZE 14 INCH BY 4 INCH. REPAIRED CRACK IAW SRM 53-10-4 FIG 1. (M)									
5311 P2EA	603DJ 19955	BOEING 737222				FRAME	CORROSION BS 312		1/27/98 P2EA98015
SJO - DURING C-CHECK, FUSELAGE FRAME CORRODED AT BS 312 BETWEEN STRINGERS 26R AND 27R (ELECTRONIC EQUIPMENT COMPARTMENT). REPAIRED FUSELAGE FRAME SECTION IAW SRM 53-10-4 FIG 10. (M)									
5311 AWXA	168AW 23629	BOEING 73733A				FRAME	DENTED BS 727		1/20/98 AWXA9800049
DURING SCHEDULED C-12 INSPECTION, FOUND DENT IN AFT CARGO BAY FRAME BS 727A, RBL 32. REMOVED DAMAGED AREA, REPAIRED PER SRM 51-70-11.									
5311 AWXA	168AW 23629	BOEING 73733A				FRAME	DENTED BS 787		1/19/98 AWXA9800047
DURING SCHEDULED C-12 INSPECTION, FOUND DENT IN AFT CARGO BAY FRAME AT BS 787, RBL 28. REPAIRED FRAME PER SRM 51-70-1.									
5312 SWAA	29SW 21340	BOEING 7372H4				BULKHEAD SUPPORT	CRACKED BS 663		2/3/98 SWAA980094
DURING SCHEDULED C1 CHECK, FOUND FWD BULKHEAD RT WING SUPPORT FRAME I/B FLANGE HAS 2 CRACK STA 663 AND STRINGER 18. REPAIRED PER BOEING S/B.									
5312 SWAA	323SW 23344	BOEING 7373H4				BULKHEAD SKIN	DAMAGED BS 178		2/4/98 SWAA980112
DURING SCHEDULED A1 CHECK, FOUND BS 178 BLKHD AND SKIN DAMAGED. REPAIRED PER BOEING SRM.									
5313 USAA	242US 22444	BOEING 737201				STRINGER	CORRODED BS 967	42739	1/9/98 USAA980010
ROA - DURING CX-1 CHECK VISUAL INSPECTION, FOUND 2 INCH BY 4 INCH CORROSION STRINGER 27L, BSL 967. REMOVED CORRODED STRINGER AND INSTALLED STRINGER SPLICE, REPAIRED PER SRM 53-10-3 FIG 1. (M)									
5313 USAA	255AU 22797	BOEING 737201				STRINGER	CRACKED BS 520	39799	1/3/98 USAA980000
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND .25 INCH CRACK STATION 520 PLUS 10 INCH STRINGER 15L. CUT OUT STRINGER INSTALLED STRINGER REPAIR. REPAIRED PER EA 43431, SRM 53-10-3 FIG 1. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE



## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5313 USAA	255AU 22797	BOEING 737201				STRINGER	CRACKED BS 520	39799	1/3/98 USAA980001
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND .25 INCH CRACK STATION 520 PLUS 13 INCHES STRINGER 15R. CUT OUT DAMAGED AREA OF STRINGER, INSTALLED STRINGER REPAIR. REPAIRED PER EA 43431 SRM 53-10-3 FIG 1. (M)									
5313 P2EA	603DJ 19955	BOEING 737222				STRINGER	CORRODED BS 767		1/27/98 P2EA98012
SJO - DURING C-CHECK, STRINGER 20R CORRODED AT BS 767. REPAIRED STRINGER IAW 53-10-3 FIG 1. (M)									
5313 SWAA	54SW 21535	BOEING 7372H4				STRINGER	CRACKED BS 540		2/2/98 SWAA980097
DURING SCHEDULED SERVICE CHECK, FOUND STR 10 RT AT BS 540 HAS CRACKED STR SPLICE FITTING PER HFEC. REPAIRED PER BOEING SRM.									
5313 SWAA	54SW 21535	BOEING 7372H4				STRINGER	CRACKED BS 990		2/2/98 SWAA980099
DURING SCHEDULED SERVICE CHECK, FOUND NUMEROUS FASTENER HOLES CRACKED STR 14L B/S 990-1016, WITH HFEC ROTATING PROBE INSPECTION. REPAIRED PER ACO 6717-53 PART II AND XEA X2-53-194.									
5313 SWAA	54SW 21535	BOEING 7372H4				STRINGER	CRACKED BS 360		2/3/98 SWAA980096
DURING SCHEDULED SERVICE CHECK, FOUND STR TO FRAME CLIP CRACKED B/S 360, STR 4 RT. REPAIRED PER BOEING SRM.									
5313 USAA	387US 22959	BOEING 7373B7				STRINGER	CORRODED BS 887	37007	1/17/98 USAA980013
CLT - DURING Q-4 CHECK VISUAL INSPECTION, FOUND A 1 INCH AREA OF CORROSION AT STRINGER 21L, STATION 887 STRINGER. CORROSION TASK NR C 53-202-01. INSTALLED STRINGER SPLICE PER REPAIR DOCUMENT SRM 53-00-03. (M)									
5315 AWXA	168AW 23629	BOEING 73733A				FLOORBEAM	CORRODED BS 294.5		1/20/98 AWXA9800044
DURING SCHEDULED C-12 INSPECTION, FOUND CORROSION ON FLOORBEAM 294.5 TOP CHORD LBL 25 TO RBL 53, WL 208. REPAIRED UPPER CHORD OF FLOOR BEAM FROM LBL 60 TO RBL 60, BS 294.5, WL 208 PER SRM 53-10-51.									
5315 USAA	387US 22959	BOEING 7373B7				FLOORBEAM	CORROSION BS 967		1/17/98 USAA980011
CLT - DURING Q-4 CHECK VISUAL INSPECTION, FOUND CORROSION ON TOP OF FLOORBEAM AT THE SCREW HOLES AT STATION 967 FLOORBEAM. CORROSION TASK NR C-53-107-02. BURNISHED AND TREATED AREA OF MINOR CORROSION. REPLACED T-CAP WHERE NECESSARY PER REPAIR DOCUMENT AND SRM 53-00-51 AND TYPICAL REPAIR NR 53-10-05. (M)									
5315 USAA	387US 22959	BOEING 7373B7				FLOORBEAM	CORRODED BS 328	37007	1/17/98 USAA980014
CLT - DURING Q-4 CHECK VISUAL INSPECTION, FOUND CORROSION AT THE FASTENER STATION 328 FLOORBEAM RBBL 12 ON FRAME. CORROSION TASK NR C 53-107-02. INSTALLED REPLACEMENT T-CAP SPLICE PER TYPICAL REPAIR DOCUMENT 53-10-03. (M)									
5315 USAA	387US 22959	BOEING 7373B7				FLOORBEAM 654681143	CORRODED BS 986.5		1/17/98 USAA980015
CLT - DURING Q-4 CHECK VISUAL INSPECTION, FOUND CORROSION AT TOP OF THE FLOORBEAM AND SCREW HOLES .5 INCH BY .5 INCH STATION 986.5. CORROSION TASK NR C 53-107-02. REPLACED T-CAP AT FLOORBEAM 986.5 PER REPAIR DOCUMENT SRM 53-10-05. (M)									
5315 USAA	387US 22959	BOEING 7373B7				FLOORBEAM	CORROSION BS 947.5	37007	1/17/98 USAA980012
CLT - DURING Q-4 CHECK VISUAL INSPECTION, FOUND CORROSION AT UPPER SURFACE AND SCREW HOLES AT FLOORBEAM STATION 947.5. CORROSION TASK NR C 53-107-02. INSTALLED REPAIR STRAP PER REPAIR DOCUMENT NR SRM 53-00-51 FIGURE 203. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5315 SWAA	313SW 23335	BOEING 7373H4				FLOORBEAM	CRACKED BS 480		1/31/98 SWAA980110
DURING SCHEDULED 1/4 D CHECK, FOUND FLOORBEAM CRACKED UPPER SIDE AT BS 480 RBL 13. REPAIRED PER BOEING SRM.									
5315 SWAA	313SW 23335	BOEING 7373H4				FLOORBEAM	DOUBLE DRILLED BS 420-440		1/31/98 SWAA980111
DURING SCHEDULED 1/4 D CHECK, FOUND FLOORBEAM HAS 12 DOUBLE DRILLED HOLES FROM BS 420-440 RBL 13. REPAIRED PER BOEING SRM.									
5320 USAA	255AU 22797	BOEING 737201				ANGLE	CRACKED BS 727	39799	1/3/98 USAA980003
INT - DURING Q-5 CHECK VISUAL INSPECTION, FOUND 1 INCH LONG CRACK STATION 727 BULKHEAD UPPER CHORD ANGLE RBL 25 INCH. INSTALLED REPAIR ANGLE, REPAIRED PER TR 53-10-03A. (M)									
5320 P2EA	603DJ 19955	BOEING 737222				FRAME	DAMAGED CARGO DOORWAY		1/30/98 P2EA98021
SJO - DURING C-CHECK, AFT CARGO DOOR TEMPORARY REPAIR. INSTALLED PERMANENT REPAIR IAW SRM 51-40-3 AND EO 973752A043. (M)									
5320 SWAA	29SW 21340	BOEING 7372H4				STIFFENER	CRACKED BS 540		2/3/98 SWAA980093
DURING SCHEDULED C-CHECK, FOUND VERTICAL STIFFENER CRACKED AT TOP LIGHTING HOLE (APPROX 12 BELOW FLOOR LEVEL) AT FUSELAGE STA 540, 25 RT OF CENTERLINE. REPAIRED PER BOEING SRM.									
5320 AWXA	168AW 23629	BOEING 73733A				SILL 6517688125	CORRODED BS 344		1/20/98 AWXA9800045
DURING SCHEDULED C-12 INSPECTION, FOUND CORROSION ON CHORD (MOPSILL) LT BS 344 - 312, WL 208, LBL 63. REMOVED AND REPLACED CREASE BEAM (MOPSILL) PER SRM 51-10-15, 51-10-02, 51-40-02.									
5320 AWXA	168AW 23629	BOEING 73733A				CLIP 69353521	CRACKED BS 400		1/19/98 AWXA9800048
DURING SCHEDULED C-12 INSPECTION, FOUND CRACKED STRINGER CLIP BS 400, STR 27 LT. REMOVED AND REPLACED STRINGER CLIP AT BS 400, STR 27 LT, IAW, SRM 51-40-2.									
5330 USAA	225US 21667	BOEING 737201				SKIN	CRACKED BS 935	50879	1/10/98 USAA980008
ROA - DURING BX-1 CHECK VISUAL INSPECTION, FOUND 1.75 INCH CRACK STATION 935 STRINGER 24L SKIN. INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3 FIG 6. (M)									
5330 USAA	242US 22444	BOEING 737201				SKIN	CRACKED BS 767	42739	1/9/98 USAA980009
ROA - DURING CX-1 CHECK VISUAL INSPECTION, FOUND .25 INCH CRACK BS 767 STRINGER 19R FUSELAGE SKIN. REMOVED CRACKED SKIN AND INSTALLED DOUBLER, REPAIRED PER SRM 53-30-3 FIG 1. (M)									
5330 P2EA	603DJ 19955	BOEING 737222				SKIN	DENTED BS 318		1/26/98 P2EA98007
SJO - DURING C-CHECK, DENT IN LOWER EXTERIOR FUSELAGE SKIN AT BS 318, STRINGER 22 RT, DENT SIZE LENGTH 8.5 INCH BY WIDTH 7.5 INCH. REPAIRED DENT IAW SRM 53-30-3 FIG 7. (M)									
5330 P2EA	603DJ 19955	BOEING 737222				SKIN	CORROSION BS 907		1/26/98 P2EA98011
SJO - DURING C-CHECK, LOWER EXTERIOR FUSELAGE SKIN BULGED (CORROSION) AT BS 907, BETWEEN STRINGER 18R AND 23R. REPAIRED FUSELAGE SKIN BUTT JOINT IAW 53-30-3 FIG 28. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5330 P2EA	603DJ 19955	BOEING 737222				SKIN	CORROSION BS 907		1/27/98 P2EA98013
SJO - DURING C-CHECK, UPPER EXTERIOR FUSELAGE SKIN BULGED (CORROSION) AT BS 907, BETWEEN STRINGER 3L AND 3R. REPAIRED FUSELAGE SKIN SECTION IAW SRM 53-30-3 FIG 28. (M)									
5330 P2EA	603DJ 19955	BOEING 737222				SKIN	CORROSION BS 787/800		1/27/98 P2EA98014
SJO - DURING C-CHECK, LOWER EXTERIOR FUSELAGE SKIN BULGED (CORROSION) FROM BS 787 TO BS 800, STRINGER 23R AND 25R. REPAIRED FUSELAGE SKIN SECTION IAW SRM 53-30-3 FIG 1. (M)									
5330 P2EA	603DJ 19955	BOEING 737222				SKIN	CORROSION BS 727/780		1/28/98 P2EA98016
SJO - DURING C-CHECK, LOWER EXTERIOR FUSELAGE SKIN BULGED (CORRODED) FROM BS 727 TO 780, STRINGER 20L. REPAIRED FUSELAGE FRAME SECTION IAW SRM 53-30-3 FIG 15. (M)									
5330 P2EA	603DJ 19955	BOEING 737222				SKIN	DAMAGED BS 223/255		1/28/98 P2EA98017
SJO - DURING C-CHECK, TEMPORARY SKIN REPAIR INSTALLED BETWEEN BS 223 AND BS 255 BETWEEN WL 204 AND WL 234R. INSTALLED PERMANENT REPAIR PER BOEING S/B 737-53-1111 REV 1. (M)									
5330 P2EA	603DJ 19955	BOEING 737222				SKIN	CRACKED BS 616/639		1/28/98 P2EA98018
SJO - DURING C-CHECK, UPPER EXTERIOR FUSELAGE SKIN HAS 4 CRACKS AT VHF ANTENNA CUT OUT, BETWEEN BS 616 AND BS 639 AT STRINGER NR 1 AND NR 2 RIGHT. REPAIRED FUSELAGE SKIN SECTION IAW EO C00-3-53-039-98. (M)									
5330 SWAA	54SW 21535	BOEING 7372H4				SKIN	CRACKED BS 790		2/3/98 SWAA980095
DURING SCHEDULED SERVICE CHECK, DOUBLER CRACKED ABOVE STR 10R, B/S790. REPAIRED PER BOEING SRM.									
5330 SWAA	54SW 21535	BOEING 7372H4				SKIN	CRACKED BS 908		2/2/98 SWAA980098
DURING SCHEDULED SERVICE CHECK, FOUND NUMEROUS FASTENER HOLES CRACKED STR 14R B/S 908-937, WITH HFEC ROTATING PROBE INSPECTION. REPAIRED PER ACO 6717-53 PART II AND XEA X2-53-194.									
5330 AWXA	168AW 23629	BOEING 73733A				SKIN	CRACKED BS 328		1/20/98 AWXA9800050
DURING SCHEDULED C-12 INSPECTION, FOUND CRACK IN SKIN AT FWD GALLEY DOOR CUTOUT LOWER CORNER BS 328, RBL 58, WL 206. REPAIRED PER SRM 53-10-01.									
5330 SWAA	302SW 22942	BOEING 7373H4				SKIN	CRACKED FUSELAGE		1/28/98 SWAA980103
DURING SCHEDULED A2, FOUND 4 IN SKIN CRACK RT SIDE JUST AFT AND ABOVE NR 12 CABIN WINDOW. REPAIRED PER BOEING SRM.									
5330 SWAA	304SW 22944	BOEING 7373H4				SKIN	CRACKED BS 372		2/8/98 SWAA980109
DURING SCHEDULED TERM CHECK, FOUND 4 INCH CRACK AT BS 372, 14 ABOVE FLOOR LINE ON LT SIDE OF A/C. REPAIRED PER BOEING SRM.									
5330 SWAA	323SW 23344	BOEING 7373H4				SKIN	DAMAGED BS 178		2/5/98 SWAA980113
DURING SCHEDULED RON CHECK, FOUND FUSELAGE SKIN DAMAGED AT BS 178 BLKHD 2 FT BELOW CAPT WINDOW AND RT FIXED L/E 4 FT FROM FUSELAGE. REPAIRED PER SWA MPM.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5330 SWAA	353SW 24889	BOEING 7373H4				SKIN	CRACKED BS 178		2/3/98 SWAA980115
DURING SCHEDULED 1/4 D CHECK, FOUND CRACK IN BS 178 SKIN AT RBL 1 WL 186. REPAIRED PER BOEING SRM.									
5330 SWAA	356SW 25251	BOEING 7373H4				SKIN	CRACKED PAX DOORWAY		2/1/98 SWAA980114
DURING SCHEDULED RON CHECK, FOUND FUSELAGE SKIN CRACKED AT FWD ENTRY DOOR UPPER HINGE CUT-OUT CRACKED. REPAIRED PER SWA RA 1-353-1763.									
5711 SWAA	302SW 22942	BOEING 7373H4				RIB	DAMAGED WS 208		2/5/98 SWAA980108
DURING SCHEDULED C3 CHECK, FOUND L/E RIB AT WS 208 DAMAGED BY KRUEGER FLAP SCREW. GOUGE STARTS AT VERTICAL WEB AND CONTINUES .375 INCH ACROSS ANGLE. REPAIRED PER BOEING SRM.									
5730 SWAA	28SW 21338	BOEING 7372H4				SKIN	CRACKED RT WING		1/28/98 SWAA980092
DURING SCHEDULED D CHECK, FOUND WING FIXED L/E SKIN CRACKED .75 PROTRUDING THROUGH FASTENER ON T/E OF SKIN JUST I/B OF ENG PYLON ON TOP OF WING. REPAIRED PER SWA RA 1-257-0524.									
5730 AWXA	168AW 23629	BOEING 73733A				SKIN	CORRODED NR 2 FLAP TRACK		1/21/98 AWXA9800051
DURING SCHEDULED C-12 INSPECTION, FOUND CORROSION ON SKIN I/B HOLE NR 2 SLAP TRACK REAR SPAR ATTACHMENT. REPAIRED CORROSION ON SKIN I/B HOLE NR 2 FLAP TRACK REAR SPAR PER ER 3-57-32-14.									
5730 SWAA	302SW 22942	BOEING 7373H4				SKIN	CRACKED R2 DOORWAY		2/5/98 SWAA980107
DURING SCHEDULED C3 CHECK, FOUND R2 DOOR LOWER FUSELAGE HINGE CUTOUT FUSELAGE SIDE CRACKED 1.52. REPAIRED PER BOEING SRM.									
5730 SWAA	307SW 22947	BOEING 7373H4				SKIN	CRACKED BS 943		1/29/98 SWAA980105
DURING SCHEDULED TERM CHECK, FOUND 1.5 CRACK IN FUSELAGE EXTERIOR SKIN BS 943 STR 24L. REPAIRED PER BOEING SRM.									
5730 SWAA	307SW 22947	BOEING 7373H4				SKIN	CRACKED FUSELAGE		1/31/98 SWAA980106
DURING SCHEDULED TERM CHECK, FOUND 6 IN FUSE SKIN CRACK RT SIDE ABOVE AND AFT OF NR 12 CABIN WINDOW. REPAIRED PER BOEING SRM.									
5730 SWAA	304SW 22994	BOEING 7373H4				SKIN	CRACKED BS 790		2/3/98 SWAA980102
DURING SCHEDULED T-CHECK, FOUND SKIN CRACKS AT BS 790 STR 19 AND 20. REPAIRED PER BOEING SRM.									
5754 P2EA	603DJ 19955	BOEING 737222				RIB	CRACKED NR 1 LE FLAP		1/30/98 P2EA98020
SJO - DURING C-CHECK, LEFT WING NR 1 SLAT AREA, INBOARD RAIL, OUTBOARD RIB CRACKED. REPAIRED IAW BOEING DRAWING 65C25658. (M)									
5754 CALA	14347 23585	BOEING 7373T0				SLAT	DAMAGED NR 6 LE FLAP		2/13/98 CALA9800223
A CATERING TRUCK STRUCK THE RT OUTBOARD NR 6 SLAT. A REPAIR WAS COMPLETED IAW SRM 57-43-01.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7200 CALA	34315 23366	BOEING 7373T0	GE CFM563B1			ENGINE	FLAMED OUT NR 1		2/11/98 CALA9800210
WHILE PULLING POWER BACK FROM CLIMB POWER IN RESPONSE TO A TCAS WARNING AFTER DEPARTING PHL, THE NR 1 ENGINE FLAMED OUT. THE ENGINE WAS RESTARTED AND THE AIRCRAFT WAS DIVERTED TO EWR WHERE IT LANDED WITHOUT INCIDENT. AN ENGINE FLAME OUT INSPECTION OF THE NR 1 ENGINE WAS PERFORMED IAW MM 71-00-42 AND NO FAULTS WERE NOTED. THE MAIN FUEL FILTER WAS REMOVED AND REPLACED AS A PRECAUTIONARY MEASURE. THE NR 1 ENGINE WAS OPERATED AT TAKEOFF POWER FOR SEVERAL MINUTES AND OPERATION CHECKED GOOD.									
7930 USAA	233US 22273	BOEING 737201				BYPASS SW 42D107A1M	FAILED NR 1 ENGINE		1/14/98 USAASB98012
BOS - FLT 786 - CLIMBING OUT FROM BOS ABOUT 8,000 FEET, THE NR 1 ENGINE OIL FILTER BYPASS LIGHT ILLUMINATED. CREW SHUT DOWN THE NR 1 ENGINE, DECLARED AND EMERGENCY AND RETURNED TO FIELD AT BOS. FLIGHT LANDED WITHOUT FURTHER INCIDENT. TOTAL SINGLE ENGINE TIME WAS 10 MINUTES. MAINTENANCE CHECKED THE NR 1 ENGINE OIL AND FILTER FOR CONTAMINATION. CHECKED GOOD. REMOVED AND REPLACED THE OIL FILTER BYPASS SWITCH AND CANNON PLUG. LEAK CHECK AND OPERATIONAL CHECK GOOD. (M)									
7930 USAA	233US 22273	BOEING 737201				CONNECTOR BACC63BN12C3S	DIRTY NR 1 ENGINE		1/14/98 98ZZM203
BOS - FLT 786 - CLIMBING OUT FROM BOS ABOUT 8,000 FEET, THE NR 1 ENGINE OIL FILTER BYPASS LIGHT ILLUMINATED. CREW SHUT DOWN THE NR 1 ENGINE, DECLARED AND EMERGENCY AND RETURNED TO FIELD AT BOS. FLIGHT LANDED WITHOUT FURTHER INCIDENT. TOTAL SINGLE ENGINE TIME WAS 10 MINUTES. MAINTENANCE CHECKED THE NR 1 ENGINE OIL AND FILTER FOR CONTAMINATION. CHECKED GOOD. REMOVED AND REPLACED THE OIL FILTER BYPASS SWITCH AND CANNON PLUG. LEAK CHECK AND OPERATIONAL CHECK GOOD. (M)									
2751 P5CA	857FT 20246	BOEING 747132				DRIVE ROD 65B156514	BROKEN RT TE FLAP		2/5/98 P5CA9800229
AFTER HARD LANDING, EXTERIOR INSPECTION FOUND RIGHT INBOARD FLAP NOT FULL UP. FOUND DRIVE RODS FOR THE AFT CANOE ASSEMBLY BROKEN AT THE NR 5 AND NR 6 POSITIONS. DRIVE RODS REPLACED PER BOEING M/M 27-51-01. NR 6 CANOE WAS FOUND WITH A HOLE. REPLACED PER BOEING M/M 27-51-26. NR 5 CANOE WAS FOUND DAMAGED. REPAIRED PER BOEING SRM 51-40-09. ON RETRACTION OF FLAPS THE INBOARD AILERON WAS CONTACTED AT THE AFT END. REPLACED AILERON PER BOEING M/M 27-11-01. RETRACTION ALSO DAMAGED THE NR 3 AFT FLAP REPAIRED PER BOEING SRM 51-40-06, 51-40-07 AND 51-40-09. COMPLIED WITH HARD LANDING INSPECTION PHASE 1 PER BOEING M/M 05-51-05. NO ADDITIONAL DISCREPANCIES FOUND.									
2910 NWAA	614US 20359	BOEING 747251B				HYDRAULIC LINE	LEAKING NR 1 PYLON		2/15/98 9802646614
DURING APPROACH, THE NR 1 HYDRAULIC SYSTEM DEPLETED. AIRCRAFT CONTINUED TO DESTINATION AND LANDED WITHOUT INCIDENT. REPLACED THE NR 1 ENGINE DRIVEN PUMP AND PRESSURE LIN IN PYLON AREA. OPERATIONAL CHECK GOOD.									
3350 IPXA	674UP 20100	BOEING 747123F				LIGHT	INOPERATIVE COCKPIT		2/14/98 UPS98425765
EMERGENCY LIGHT OUT MAIN DECK STA 600 RT. NO EMERGENCY LIGHTING SYSTEM INSTALLED THIS POSITION.									
5240 IPXA	673UP 20325	BOEING 747123F				FRAME	CRACKED LT SERVICE DOOR		2/13/98 UPS98425764
REF LP 254182 ITEM 1 AND THIS LP ITEM 1, FOUND AFT LOWER CORNER OF NR 4 LEFT SERVICE DOOR, VERTICAL FRAME AND HORIZONTAL LOWER EDGE BEAM CRACKED IN RADIOUS. INSTALLED REPAIR DOUBLERS AS PER SRM 52-10-02. PRESSURE CHECK TO BE DONE ON LP 254184 ITEM 3, NO LEAKS NOTED.									
5311 NWAA	614US 20539	BOEING 747251B				FRAME	CRACKED BS 360		12/17/97 9725296614
DURING M CHECK, FOUND CRACK IN RIGHT FRAME FLANGE AT FS 360 JUST BELOW STR 26R. REPAIRED PER EA 66-152949.									
5315 NWAA	614US 20539	BOEING 747251B				FLOORBEAM	CRACKED BS 460		1/3/98 9802446614
DURING M CHECK, FOUND CRACK IN FLOORBEAM WEB AT FS 460, RBL 80. REPAIRED PER EA 66-153168.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5330 NWAA	614US 20539	BOEING 747251B				SKIN	CORRODED FUSELAGE		12/20/97 9725316614
DURING M CHECK, FOUND CORROSION ON FUSELAGE SKIN AT WINDOW 1L CUTOUT, TOP OUTBOARD CORNER. REPAIRED PER EA 66-153171.									
5330 NWAA	614US 20539	BOEING 747251B				SKIN	CORRODED FUSELAGE		12/20/97 9725306614
DURING M CHECK, FOUND CORROSION ON FUSELAGE SKIN AT WINDOW 1R CUTOUT, TOP OUTBOARD CORNER. REPAIRED PER EA 66-1513170.									
7200 NWAA	608US 19785	BOEING 747151	PWA JT9D7A			ENGINE	FAILED NR 1		2/10/98 9802496608
WHILE AT CRUISE, THE NR 1 ENGINE OIL QUANTITY DECREASED TO ZERO WITH THE PRESSURE AT 25 PSI. THE ENGINE WAS SHUT DOWN AND THE AIRCRAFT RETURNED TO NRT. MAINTENANCE REPLACED THE NR 1 ENGINE THE EXACT PART CAUSING DIFFICULTY TO BE DETERMINED.									
7530 CALA	14024 20534	BOEING 747238B	PWA JT9D7F			SENSE LINE 728624	CRACKED NR 2 ENGINE		2/9/98 CALA9800207
THE NR 2 ENGINE LOST PARTIAL POWER WHILE IN CRUISE FLIGHT FROM HNL TO NRT. THE EPR DROPPED FROM 1.40 TO 1.13 AND N1 DROPPED FROM 95 PERCENT TO 85 PERCENT. THE AIRCRAFT WAS RETURNED TO HNL WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NR 2 ENGINE PS4 LINE TO THE 3.5 BLEED CONTROLLER CRACKED. THE LINE WAS REMOVED AND REPLACED IAW MM 75-31-14. A POWER ASSURANCE RUN CHECKED GOOD.									
7603 NWAA	642NW 21942	BOEING 747212B	PWA JT9D7Q			CABLE 250673	DISCONNECTED NR 4 ENGINE	1802	2/9/98 9802586642
*****	ON TAKEOFF ROLL (PEK), THE NR 4 ENGINE DID NOT RESPOND TO POWER LEVER MOVEMENT AND THE TAKEOFF WAS ABORTED. MAINTENANCE FOUND THE POWER LEVER PUSH/PULL CABLE DISCONNECTED AT THE CABLE DRUM IN THE STRUT AREA. REPLACED THE CABLE DRUM. OPERATIONAL CHECK NORMAL.								
2120 UALA	568UA 26674	BOEING 757222	PWA PW2037			AIR DISTRIBUTION	ODOR COCKPIT		7/1/97 97UAL900516
CREW REPORTED, ELECTRICAL SMELL IN COCKPIT. SMELL INTERMITTENT.									
2612 AALA	606AA 27057	BOEING 757223			AUTRONICS	FIRE DETECTOR 2156204A2602	DEFECTIVE CARGO COMPT		1/14/98 AALA980118
DW - FLT 1203 - EN ROUTE SJU/DFW DURING CRUISE, AFT CARGO DETECTION STATUS CAME ON IN-FLIGHT. DISCHARGED BOTH AFT CARGO FIRE BOTTLES. AIRCRAFT LANDED DFW WITHOUT INCIDENT. CHECKED AFT CARGO COMPARTMENT AND CARGO FOR EVIDENCE OF FIRE OR OTHER DAMAGE WITH NO DEFECTS NOTED. REPLACED BOTH FIRE WARNING DETECTORS AND THE TWO FIRE BOTTLES/SQUIBS THAT WERE EXTINGUISHED IN-FLIGHT. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2751 AALA	618AA 24526	BOEING 757223			GULL	INDICATOR 215016001	TRIPPED TE FLAPS		1/13/98 AALA980123
SLC - FLT 2353 - DURING DESCENT INTO JAC, TRAILING EDGE FLAP DISAGREE LIGHT ILLUMINATED AND AIRCRAFT DIVERTED TO SLC AND LANDED WITHOUT INCIDENT. FOUND LEFT HAND OUTBOARD FLAP TRANSMISSION FRICTION PIN TRIPPED. FRICTION PIN RESET AND FLAPS CYCLED WITH NO SYMMETRY FAULTS. SYSTEM GROUND CHECKED, NORMAL OPERATION AND AIRCRAFT RE-DEPARTED TO JAC. (X)									
3350 AALA	693AA 26973	BOEING 757223				WIRE	BROKEN CABIN		1/21/98 AALA980191
DFW - DURING OVERNIGHT CHECK, FOUND EMERGENCY FLOOR LIGHT IN FORWARD CABIN INOPERATIVE. REPAIRED BROKEN EMERGENCY FLOOR LIGHT WIRE AT FORWARD CABIN. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	697AN 26977	BOEING 757223				WIRE	CHAFED CABIN		1/17/98 AALA980137
DFW - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT FLOOR PATH LIGHTS IN FIRST CLASS INOPERATIVE. REPAIRED EMERGENCY FLOOR PATH LIGHTING WIRES IN FIRST CLASS CABIN. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 USAA	601AU 22193	BOEING 757225				SIGN 8731002511REV9	INOPERATIVE R4 DOOR		1/20/98 USAABB98009
LGA - FOUND RIGHT AFT SERVICE DOOR EXIT IDENTIFIER INOPERABLE. MAINTENANCE REPLACED THE EXIT IDENTIFIER ASSEMBLY. (M)									
3350 AWXA	914AW 22208	BOEING 757225				WIRING	BROKEN CABIN		1/28/98 AWXA9800038
DURING ROUTINE MAINTENANCE CHECK, FOUND FLOOR PROX EMERGENCY LIGHT ROW 19 INOP. RESPLICED WIRE. OPS CHECK GOOD. STC SA3143NM.									
3350 USAA	610AU 27122	BOEING 7572B7				LIGHT 873100151REV9	INOPERATIVE CABIN		1/20/97 USAABB98008
LAX - FLOOR EMERGENCY LIGHT AT ROW 6 INOPERABLE. MAINTENANCE REPLACED THE LIGHT ASSEMBLY. (M)									
3350 USAA	617AU 27148	BOEING 7572B7				SIGN 8731002511REV9	INOPERATIVE R1 DOOR		1/23/98 USAABB98010
LGA - FOUND RIGHT FORWARD DOOR EXIT IDENTIFIER INOPERABLE. MAINTENANCE REPLACED THE EXIT IDENTIFIER. (M)									
5315 USAA	602AU 22196	BOEING 757225				FLOORBEAM 141N5113	CORROSION BS 377.77	41597	11/5/97 USAA970324
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND CORROSION AT FLOORBEAM STATION 377.7 TOP SURFACE THE LENGTH OF THE ENTIRE BEAM. CORROSION TASK NR C53-107-02. REPLACED ENTIRE FLOORBEAM PER REPAIR DOCUMENT SRM 53-00-51. (M)									
5315 USAA	602AU 22196	BOEING 757225				FLOORBEAM 146N5090	CORROSION BS 1661	41597	11/5/97 USAA970325
CLT - DURING C-04 CHECK VISUAL INSPECTION, FOUND CORROSION ON THE ENTIRE FLOORBEAM AT STATION 1661. CORROSION TASK NR C53-107-02. REPAIRED 1661 FLOORBEAM CHORD PER REPAIR DOCUMENT SRM 53-00-51 FIGURE 201, 203 AND PER EA NR 60716. (M)									
5315 DALA	606DL 22813	BOEING 757232				FLOORBEAM 146N51114	CORRODED BS 1681.8		2/6/98 DL757980352
FUSELAGE PASSENGER FLOORBEAM, FS 1681.8, UPPER CAP, SPLICE REPAIR. THE UPPER CAP OF THE FS 1681.8 PASSENGER FLOORBEAM WAS FOUND CORRODED IN NUMEROUS AREAS. TO REPAIR THE DAMAGE, THE UPPER CAP WAS TRIMMED OFF AND A NEW CAP WAS FABRICATED FROM ALUMINUM EXTRUSION AND INSTALLED IN ITS PLACE. THE REPAIR WAS ACCOMPLISHED PER ER/A 363852-14, REV A.									
5320 DALA	606DL 22813	BOEING 757232				SHEAR PANEL 146N53181	CUT BS 1680-1720		2/6/98 DL757980353
FUSELAGE FLOOR STRUCTURE SHEAR PANEL, FS 1681-1720, SPLICE REPAIR. TO GAIN ACCESS TO THE FS 1681.8 FLOORBEAM UPPER CAP, THE HORIZONTAL SUBFLOOR SHEAR PANEL HAD TO BE TRIMMED OFF FROM FS 1720 TO FS 1680. A NEW SECTION OF SHEAR PANEL WAS SPICED IN PER ER/A 363925-14, REV A.									
5414 DALA	606DL 22813	BOEING 757232				SKIN 311N3000	CRACKED NR 2 PYLON		1/13/98 DL757980362
NR 2 ENG NACELLE PYLON STRUT SKIN AT NAC STA 107.7 CRACKED SKIN AT INBD AND OUTBD SIDE. PERMANENT REPAIRS ACCOMPLISHED PER SRM 54-51-01-2-203 ON N/R CARD 19 AND 515 MIDVISIT.									
5511 DALA	658DL 24420	BOEING 757232				SPAR WEB 185N700161	WRINKLED RT HORIZ STAB		2/10/98 DL757980355
THE AUX SPAR WEB OF THE RT HORIZ STAB WAS FOUND WRINKLED FROM AUX SPAR STA 220 TO 285. REPAIRED AND REWORKED PER ERA 331336-14.									
2120 DALA	139DL 25984	BOEING 767332				AIR DISTRIBUTION	ODOR CABIN		2/7/98 DL76S980361
FUMES FILLED CABIN DURING T/O ROLL, SMELLED LIKE O/HEATED OVEN OR BURNING PAPER DID NOT SMELL LIKE ELECT. SMOKE ALARMS IN AFT LAVS WENT ON. SMELL DISAPATED TEMPORARILY RTND ON LDG. RAN ENGS AT T/O PWR W/ACFT PACKS ON; NO SMOKE OR ODOR NOTICED IN CABIN. REPLACED RECIRC FILTERS, CHKD ALL LAV TRASH CONTAINERS AND FIRE EXTINGUISHER CKD, ALL COFFEEMAKERS AND OVENS. NO PROBLEMS NOTED, ACFT OK FOR SERVICE.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2560 AALA	7375A 25202	BOEING 767323				LATCH H205213	BROKEN SLIDE COMPT		1/26/98 AALA980203
ORD - FLT 0361 - DURING OVERNIGHT MAINTENANCE, LEFT HAND OVER WING SLIDE COMPARTMENT DOOR WOULD NOT OPEN NORMALLY. LATCH LINKAGE AT CENTER LATCH WAS FOUND BROKEN. REPLACED CENTER LATCH ON LEFT HAND OVER WING SLIDE COMPARTMENT AND AS A PRECAUTION, REPLACED AFT ACTUATOR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2913 DALA	173DN 24800	BOEING 767332				PUMP 887673	LEAKING NR 1 ENGINE		2/12/98 DL76L980371
LT HYD SYS QTY DECREASED TO .81, SECURED LT ENG HYD PUMPS. DIVERTED TO LGW. FOUND LEFT ENGINE DRIVEN PUMP LEAKING, REPLACED SAME. OPS CHECK NORMAL.									
3350 AALA	317AA 22319	BOEING 767223				CONNECTOR	LOOSE CABIN		1/13/97 AALA970102
LHR - DURING MAINTENANCE, DISCOVERED EMERGENCY EXIT LIGHT AT PASSENGER SEAT 33B INOPERATIVE. RECONNECTED LOOSE EMERGENCY EXIT LIGHT CONNECTOR AT PASSENGER SEAT 33B. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	327AA 22327	BOEING 767223				LIGHT	LOOSE AFT LAVATORY		1/19/98 AALA980170
SFO - DURING OVERNIGHT MAINTENANCE, DISCOVERED EMERGENCY EXIT FLOOD LIGHT AT AFT RIGHT HAND LAVATORY POSITION INOPERATIVE. RE-SECURED EMERGENCY EXIT FLOOD LIGHT AT AFT RIGHT HAND LAVATORY POSITION. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	334AA 22332	BOEING 767223				CONNECTOR	LOOSE CABIN		11/29/97 AALA972264
ORD - DURING OVERNIGHT CHECK, EMERGENCY EXIT CEILING LIGHTS ON RT SIDE AFT CABIN DISCOVERED INOPERATIVE. RE-SECURED EMERGENCY EXIT CEILING LIGHT CONNECTOR IN RIGHT SIDE AFT CABIN. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	339AA 22336	BOEING 767223				WIRE	BROKEN CABIN		1/20/98 AALA980194
SFO - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT SIGN AT LEFT AFT FLIGHT ATTENDANT SEAT INOPERATIVE. REPLACED EMERGENCY EXIT SIGN WIRE AT LEFT AFT FLIGHT ATTENDANT SEAT. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	39356 24037	BOEING 767323				WIRE	BROKEN CABIN		1/13/98 AALA980101
SFO - DURING MAINTENANCE, DISCOVERED EMERGENCY EXIT LIGHT AT PASSENGER SEAT 30B INOPERATIVE. REPAIRED BROKEN WIRE AT EMERGENCY EXIT LIGHT CONNECTOR, PASSENGER SEAT 30B. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	361AA 24042	BOEING 767323				WIRE	BROKEN CABIN		1/19/98 AALA980169
SFO - DURING MAINTENANCE, DISCOVERED EMERGENCY EXIT LIGHT AT PASSENGER SEAT 34H INOPERATIVE. REPAIRED BROKEN WIRE AND REPLACED PIN AND CONNECTOR FOR EMERGENCY EXIT LIGHT AT PASSENGER SEAT 34H. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	381AN 25450	BOEING 767323				WIRE	BROKEN CABIN		1/20/98 AALA980193
LHR - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT LIGHT AT PASSENGER SEAT 36HJ INOPERATIVE. REPLACED EMERGENCY EXIT LIGHT WIRE AT PASSENGER SEAT 36HJ. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	383AN 26995	BOEING 767323				CONNECTOR	DEFECTIVE CABIN		1/21/98 AALA980190
SFO - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT LIGHT AT PASSENGER SEAT 38HJ INOPERATIVE. REPLACED EMERGENCY EXIT LIGHT CONNECTOR AT PASSENGER SEAT 38HJ. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE



## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 AALA	384AA 26996	BOEING 767323				CONNECTOR	LOOSE CABIN		1/20/98 AALA980192
SFO - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT LIGHT AT PASSENGER SEAT 31HJ INOPERATIVE. RE-SEATED EMERGENCY EXIT LIGHT CONNECTOR AT PASSENGER SEAT 31HJ. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	388AA 27448	BOEING 767323				WIRE	BROKEN CABIN		1/14/98 AALA980120
SFO - DURING MAINTENANCE, DISCOVERED EMERGENCY EXIT LIGHT AT PASSENGER SEAT 28HJ INOPERATIVE. REPAIRED BROKEN WIRE AT EMERGENCY EXIT LIGHT CONNECTOR PASSENGER SEAT 28HJ. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
5347 AALA	391AA 27451	BOEING 767323				SEAT TRACK	CORRODED BS 347		1/14/98 AALA984011
AFW - SEAT TRACK CORROSION BEYOND SRM LIMITS. BLENDED AREA AND REMOVED TRACK LIPS PER ENGINEERING MRB 767-1566. TST: 13,600 HOURS. CYCLES: 2,171. (X)									
3213 JGVR *****	961JC 258062	BRAERO BAE125800A				SIDE STAY SPRING 25UM403A	FAILED MLG UPPER		1/23/98 98ZZZX729
COULD NOT OBTAIN CLEARANCE BETWEEN CAM FACE AND ROLLER WHEN MLG SIDE STAY WAS FOLDED. FOUND SIDE STAY SPRING STRUT WAS NOT ALLOWING FULL SLOT TRAVEL. REMOVED SPRING STRUT, DISASSEMBLED AND FOUND SPRING COIL IN SPRING STRUT HAD CORRODED INTO TWO PIECES CAUSING IMPROPER OPERATION OF SPRING STRUT. SUGGEST THAT SPRING STRUT BE REMOVED, CLEANED, INSPECTED, LUBBED, AND REINSTALLED AT A MORE FREQUENT INTERVAL THAN 4,000 LANDINGS. SUGGEST AN INSPECTION OF 600 HOURS OR 24 MONTHS. LANDINGS, 2,150.									
3421 PNSA	9530F 20800088	CESSNA 208				GYRO G519A1	FAILED COCKPIT		1/7/98 PNSA980103
ATTITUDE GYRO VERY SLOW TO ERECT. REPLACED GYRO, OPS CHECK OK.									
5210 JGVR	901RM 5600116	CESSNA 560CESSNA				DOOR TRIM	MISINSTALLED DOOR POST		2/4/98 98ZZZX716
STANDOFFS FOR DOOR TRIM WERE INSTALLED UNDER SUPPORT FOR DOOR CHAIN POKING HOLE IN AFT DOOR POST CAUSING CRACK 1.50 INCHES LONG. SUBMITTER STATED ALL CESSNA CITATION OPERATORS SHOULD INSPECT THIS AREA FOR DAMAGE.									
2710 *****	650Z 6500108	CESSNA 650				CABLE 626010616	FRAYED RT AIL WS 88		1/5/98 98ZZZX704
RIGHT WING AILERON CABLE, (INBOARD, FORWARD) HAS BROKEN WIRES IN SEVERAL STRANDS AT CABLE PULLEYS WS 88.00. FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HOUR CABLE HCANGE, ALL PRIMARY CONTROL SURFACES.									
2710 *****	650Z 6500108	CESSNA 650				CABLE 626010613	WORN RT WING	6833	1/5/98 98ZZZX705
RIGHT WING AILERON CABLE (OUTBOARD, AFT) WORN THROUGH CLAD. FOUND DURING OPERATION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HOUR CABLE CHANGE, ALL PRIMARY CONTROL SURFACES.									
2710 *****	150F 6500150	CESSNA 650				CABLE 626010613	FRAYED RT AIL WS 175	6524	1/5/98 98ZZZX698
RIGHT WING AILERON CABLE, OUTBOARD, AFT HAS BROKEN WIRES IN STRAND AT CABLE PULLEY WS 175.63 (PLUS OR MINUS). FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HOUR CABLE CHANGE, ALL PRIMARY CONTROL SURFACES.									
2710 *****	150F 6500150	CESSNA 650				CABLE 626010616	FRAYED RT AIL WS 88	6524	1/5/98 98ZZZX699
RIGHT AILERON CABLE (INBOARD FOWARD) AT CABLE PULLEYS WS 88.00. BROKEN WIRES IN THREE STRANDS. FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800 HOUR CABLE CHANGE, ALL PRIMARY SURFACES.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2710	150F	CESSNA				CABLE	FRAYED	63524	1/5/98
	6500150	650				626010625	RT AIL WS 175		98ZZZX700
*****	RIGHT AILERON CABLE, (OUTBOARD FORWARD) AT CABLE PULLEYS WS 175.63 (PLUS OR MINUS) HAS BROKEN WIRES IN STRAND. FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HR CABLE CHANGE, ALL PRIMARY CONTROL SURFACES.								
2710	175J	CESSNA				CABLE	FRAYED	5976	1/5/98
	6500168	650				626010616	RT AIL WS 88		98ZZZX703
*****	RIGHT WING AILERON CABLE (INBOARD FORWARD), HAS BROKEN WIRES IN ONE STRAND AT CABLE PULLEYS WS 88.00. FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HOUR CABLE CHANGE, ALL PRIMARY CONTROL SURFACES.								
2710	175J	CESSNA				CABLE	FRAYED	5697	1/5/98
	6500168	650				626010625	RT AIL WS 175		98ZZZX702
*****	RIGHT WING AILERON CABLE, (OUTBOARD, FORWARD), HAS BROKEN WIRES IN STRAND AT CABLE PULLEY WS 175.63 (PLUS OR MINUS). FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HOUR CABLE CHANGE, ALL PRIMARY CONTROL SURFACES.								
2710	175J	CESSNA				CABLE	FRAYED	5697	1/5/98
	6500168	650				626010613	RT AIL WS 175		98ZZZX701
*****	RIGHT WING AILERON CABLE, (OUTBOARD, AFT) HAS BROKEN WIRES IN STRAND AT CABLE PULLEY WS 175.63 (PLUS OR MINUS). FOUND DURING OPERATION 10, CONTINUOUS INSPECTION PROGRAM NR SMP650-1. SUBMITTER RECOMMENDED A MANDATORY 4,800-HOUR CABLE CHANGE, ALL PRIMARY CONTROL SURFACES.								
2751	407SW	CNDAIR	GE			FAIL MESSAGE	ILLUMINATED		2/9/98
SWIA	7034	CL6002B19	CF343A1				TE FLAPS		SWIA971080
	WHEN BRINGING FLAPS FROM 5 DEGREES TO 0 DEGREES, FLAP FAIL MESSAGE APPEARED. RETURNED TO AIRPORT. POWERED DOWN AIRCRAFT AND FAULT CLEARED. COULDN'T DUPLICATE PROBLEM. CLEARED FAULTS ON COMPUTER AND COMPUTER TESTED GOOD. RAN FLAPS UP AND DOWN NUMEROUS TIMES WITH NO PROBLEMS.								
3150	969CA	CNDAIR				WARNING SYST	MALFUNCTIONED		2/11/98
COMA	7141	CL6002B19					COCKPIT		COMA9860040
	LEFT STATIC HEAT AND LEFT AOA HEAT CAUTION MESSAGE. COULD NOT DUPLICATE DISCREPANCY. OPERATIONAL CHECK SATISFACTORY.								
3350	951CA	CNDAIR				BATTERIES	DISCHARGED		2/11/98
COMA	7091	CL6002B19				20131A	CABIN		COMA9860041
	EMERGENCY LIGHTING IS INOP. REPLACED THE EMERGENCY LIGHTING BATTERIES.								
3350	979CA	CNDAIR				LAMP	FAILED		2/12/98
COMA	7159	CL6002B19				1317	CABIN		COMA9860044
	ONE SECTION OF EMERGENCY FLOOR LIGHTING IS INOP AND ONE EMERGENCY EXIT SIGN INOP. DRIED WET FLOOR LIGHTING AND REPLACED EXIT SIGN LIGHT BULB.								
5610	1824T	CNDAIR				WINDSHIELD	CRACKED	3071	1/28/98
N9WA	3029	CL6002A12				6003303019	LT OUTER PANE		98ZZZX732
	DURING CRUISE AT FL 390 THREE HOURS INTO THE FLIGHT, THE LEFT OUTER WINDSCREEN CRACKED. THE CREW DECIDED TO DESCEND TO FL 310. APPROXIMATELY 30 MINUTES LATER, THE LT PANE CRACKED A SECOND TIME. THE CREW ELECTED TO DESCEND TO 10,000 FEET. AS A PRECAUTIONARY MEASURE, AN EMERGENCY WAS DECLARED WITH THE TOWER. THE ACFT CONTINUED TO DALLAS AT REDUCED SPEED. LANDED AT KDAL AT 0018Z (0122-98) WITHOUT INCIDENT. UPON EXAMINATION AT DALLAS, THE OUTER PANE OF THE WINDSCREEN WAS MISSING APPROXIMATELY 25 PERCENT OF THE OUTER PLY SURFACE AREA. TC: 1,718.								
5610	934CA	CNDAIR				WINDOW	SHATTERED	9094	2/14/98
COMA	7042	CL6002B19				NP1393222	RT COCKPIT		COMA9860043
	CO-PILOTS SIDE WINDOW SHATTERED. REPLACED CO-PILOTS SIDE WINDSHIELD.								

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7261 COMA	976CA 7151	CNDAIR CL6002B19	GE CF343A1			TUBE 5077T94P02	LOOSE RT ENGINE		2/10/98 COMA9860042
RIGHT ENGINE OIL PRESSURE DROPPED TO 25 PSI. ENGINE WAS SHUT-DOWN DURING FLIGHT. TIGHTENED LOOSE OIL LINE AT ENGINE LUBE PUMP. REPLENISHED 6 QUARTS OF OIL AND AIRCRAFT RETURNED TO SERVICE.									
3350 PCAA	839EX 226	DHAV DHC8102				LIGHT	FAILED CABIN		12/3/97 PCAA9700643
ONE LIGHT INOPERATIVE IN EMERGENCY FLOOR PROXIMITY LIGHTING SYSTEM. FOUND WIRES PULLED OUT OF LIGHT MODULE. REMOVED AND REPLACED EMERGENCY LIGHT MODULE. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (X)									
3350 PCAA	839EX 226	DHAV DHC8102				DIODE BLOCK	FAILED CABIN		12/4/97 PCAA9700642
SEVERAL CENTER EMERGENCY FLOOR PROXIMITY LIGHTING SYSTEM LIGHTS ARE INOPERATIVE. REMOVED AND REPLACED EMERGENCY LIGHT DIODE BLOCK. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. ACTT: 18,385:42 HOURS. ACTC: 21,191. (X)									
6120 QXEA	355PH 500	DHAV DHC8202				SWITCH	FAILED POWER LEVER		2/9/98 QXEA9800063
PDX - AUTOFEATHER SYSTEM WILL NOT TEST. MAINTENANCE REPLACED POWER LEVER SWITCH. OPERATIONAL CHECK GOOD. AIRCRAFT RETURNED TO SERVICE.									
7200 PCAA	818EX 235	DHAV DHC8102	PWA PW120A			ENGINE	FAILED NR 1		12/28/97 PCAA9700673
ISP - DURING CLIMB-OUT FROM ISP, TEH NR 1 ENGINE OIL PRESSURE DROPPED TO APPROXIMATELY 40 PSI THEN RETURNED TO 60 PSI, ASSOCIATED WITH THE NR 1 ENGINE OIL PRESSURE WARNING LIGHT. A/C RETURNED TO FIELD. MAINTENANCE INSPECTED IAW PWC MANUAL AND FOUND NO DEFECTS. THE ENGINE WAS SUBSEQUENTLY REPLACED DUE TO HISTORY OF OIL PRESSURE PROBLEMS. A/C RETURNED TO SERVICE. (M)									
7314 HNAA	986HA 421	DHAV DHC8201	PWA PW120A			FUEL PUMP 311709402	FAILED NR 2 ENGINE		1/4/98 HNAA9898602
FLT 3464 - MCO-MIA - AFTER TAKEOFF, WHILE CLIMBING AT 13,000 FT, THE NR 2 ENGINE FAILED. THE CREW DECLARED AND EMERGENCY AND RETURNED TO MCO WITHOUT INCIDENT. REMOVED AND REPLACED THE NR 2 FUEL PUMP AND MECHANICAL FUEL CONTROL (MFC). (M)									
7314 HNAA	986HA 421	DHAV DHC8201	PWA PW120A			FUEL PUMP 311717502	FAILED NR 2 ENGINE		1/4/98 98ZZZM205
FLT 3464 - MCO-MIA - AFTER TAKEOFF, WHILE CLIMBING AT 13,000 FT, THE NR 2 ENGINE FAILED. THE CREW DECLARED AND EMERGENCY AND RETURNED TO MCO WITHOUT INCIDENT. REMOVED AND REPLACED THE NR 2 FUEL PUMP AND MECHANICAL FUEL CONTROL (MFC). (M)									
3250 VNAA	460PS 3061	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		POTENIOMETER	OUT OF ADJUST NLG STEERING		2/12/98 VNAA9802014
WHEN THE CONDITION LEVERS WERE BROUGHT FORWARD FOR TAKEOFF, A NOSE STEERING FAIL WARNING OCCURRED. THE TAKEOFF WAS ABORTED AND THE AIRCRAFT RETURNED TO THE GATE. OUTSTATION MAINTENANCE IN AZO INSPECTED AND APPROVED THE AIRCRAFT FOR A FERRY FLIGHT INTO CAK. THE FERRY FLIGHT TOOK PLACE WITHOUT ANY INCIDENT. MAINTENANCE IN CAK INSPECTED AND ADJUSTED THE NOSE STEERING POTENTIOMETERS IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 32-51-00.									
3260 VNAA	425JS 3037	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		HARNESS 2276500000	FAILED LT MLG	64553 647	2/8/98 VNAA9802007
AFTER TAKEOFF, A PROXY FAIL WARNING MESSAGE ILLUMINATED DURING GEAR RETRACTION. THE AIRCRAFT RETURNED TO THE FIELD AND LANDED, WITHOUT ANY FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REPLACED THE LEFT DOWN LOCK SWITCH HARNESS IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 32-61-05. FUNCTION CHECKS WERE COMPLIED WITH AND THE AIRCRAFT WAS RETURNED TO SERVICE.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 VNAA	436JS 3052	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		BATTERY 321430	FAILED CABIN	1003 1001	2/10/98 VNAA9802010
DURING THE PREFLIGHT INSPECTION, THE EMERGENCY FLOOR LIGHTS AT ROWS FOUR AND SIX WERE FOUND TO BE INOPERATIVE. MAINTENANCE INSPECTED AND REPLACED THE 5LK EMERGENCY BATTERY PACK IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 33-51-01. OPERATION CHECKS WERE GOOD AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
2612 CALA	59083 47926	DOUG DC1030				FIRE DETECTOR ASL0388501	CHAFED NR 2 ENGINE		2/10/98 CALA9800206
THE NR 2 ENGINE A FIRE LOOP DETECTOR LIGHT BEGAN TO FLICKER WHILE IN CRUISE FLIGHT FROM LGW TO EWR. WHEN THE NR 2 ENGINE THRUST WAS REDUCED THE FLICKERING STOPPED. WHEN THRUST WAS ADDED THE FLICKERING RESUMED. THE NR 2 ENGINE WAS OPERATED WITH PARTIAL THRUST, FUEL WAS DUMPED, AND THE AIRCRAFT WAS RETURNED TO LGW WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND BROKEN CLAMPS AND LOOPS A AND B WERE CHAFING. THE NR 2 ENGINE LOWER CORE DETECTOR ASSEMBLY WAS REMOVED AND REPLACED. THE NR 2 ENGINE FIRE DETECTION SYSTEM CHECKED GOOD.									
2740 CALA	83071 48293	DOUG DC1030				TRIM MOTOR 418575	CRACKED HORZ STAB	72972	2/14/98 CALA9800234
THE HYDRAULIC SYSTEM 3 ELEVATOR OFF LIGHT ILLUMINATED WHILE EN ROUTE TO EWR. APPROPRIATE CHECKLISTS WERE FOLLOWED AND BOTH PUMPS WERE SHUTOFF. THE HYDRAULIC FLUID DEPLETED TO ZERO VERY SLOWLY AND THE AIRCRAFT LANDED AT EWR WITHOUT INCIDENT. MAINTENANCE FOUND THE HORIZONTAL STABILIZER TRIM MOTOR HOUSING CRACKED. THE STAB TRIM MOTOR WAS REMOVED AND REPLACED IAW MM 29-00. SYSTEM OPERATIONAL AND LEAK CHECKS WERE GOOD.									
2910 CALA	12080 47981	DOUG DC1030				SHUTOFF VLV 1489951	LEAKING TAIL		2/11/98 CALA9800209
THE NR 2 HYDRAULIC SYSTEM LOST QUANTITY AND PRESSURE SHORTLY AFTER TAKEOFF FROM IAH. FUEL WAS DUMPED AND THE AIRCRAFT WAS RETURNED TO IAH WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NR 2 HYDRAULIC SYSTEM HYDRAULIC SHUTOFF VALVE IN TAIL FAILED. THE SHUTOFF VALVE WAS REMOVED AND REPLACED AND LEAK AND OPERATIONAL CHECKS WERE GOOD.									
3230 CALA	14062 47863	DOUG DC1030				ACTUATOR ACG73305501	LEAKING NLG DOWNLOCK		2/12/98 CALA9800218
THE NLG WAS VERY SLOW TO EXTEND AND INDICATE DOWN WHEN GEAR WAS LOWERED DURING TEST FLIGHT WHILE AIRCRAFT WAS IN D-CHECK AT MAN. MAINTENANCE FOUND THE NLG DOWNLOCK ACTUATOR LEAKING INTERNALLY. THE ACTUATOR WAS REMOVED AND REPLACED IAW MM 32-35-00.									
3412 NWAA	154US 46763	DOUG DC1040				TAT WIRING	OUT OF POSITION COCKPIT		2/8/98 9802331154
ON APPROACH INTO MSP UPON GEAR EXTENSION, ALL FOUR GEAR LIGHTS REMAINED RED. EXECUTED GO-AROUND AND RECYCLED GEAR HANDLE. RECEIVED ALL FOUR GREEN LIGHTS, FLIGHT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND WIRING FROM TAT INDICATOR INTERFERING WITH GEAR HANDLE SWITCH. REPOSITIONED WIRE. OPERATIONAL CHECK OK.									
3610 CALA	14075 46922	DOUG DC1030	GE CF650C2			DUCT 9057M84G02	SEPARATED NR 1 ENGINE		2/6/98 CALA9800208
***** THE NR 1 ENGINE HAD A FIRE WARNING AFTER TAKEOFF FROM IAH. THE AIRCRAFT WAS RETURNED TO IAH WHERE IT LANDED WITHOUT INCIDENT. INITIAL FINDINGS REVEALED NR 1 ENGINE 14TH STAGE DUCT SEPARATION. THE AIRCRAFT WAS TAKEN OUT OF SERVICE FOR REPAIR. THE 14TH STAGE DUCT WAS REMOVED AND REPLACED. IN ADDITION, THE ENGINE WAS BOROSCOPED DUE TO HIGH EGT EXPERIENCED AND NO DAMAGE WAS FOUND. AN ENGINE RUN WAS PERFORMED AND OPERATION CHECKED GOOD.									
5280 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED NLG DOOR		2/13/98 CALA9800235
INSPECTION FOUND THE INNER SKIN OF BOTH THE RT AND LT FORWARD NOSE WHEEL WELL DOORS CORRODED ALONG FORWARD EDGE. THE CORRODED AREAS WERE CUT OUT. REPAIR DOUBLERS WERE FABRICATED AND INSTALLED IAW ECRA 5280-01170 AND SRM 51-21-01.									
5311 CALA	68044 46903	DOUG DC1010				FRAME	CORRODED BS 555		2/13/98 CALA9800241
INSPECTION FOUND CIRCUMFERENTIAL FRAME CORRODED AT STA 555, LONGERON 48L. CHORD ANGLES WERE FABRICATED AND INSTALLED IAW SRM 53-30-00. FRAME SPLICE A BRACKETS WERE REINSTALLED IAW SRM 51-30-00.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5311 CALA	68044 46903	DOUG DC1010				FRAME	CORRODED BS 475		2/13/98 CALA9800240
INSPECTION FOUND LT CIRCUMFERENTIAL FRAME CORRODED AT STA 475, LONGERON 48L. A SPLICE AND FRAME WERE INSTALLED IAW SRM 53-30-00.									
5313 CALA	68044 46903	DOUG DC1010				STRINGER	CORRODED BS 999-1010		2/13/98 CALA9800237
INSPECTION FOUND STRINGER 52L CORRODED AT STA 999-1010 IN FORWARD CARGO COMPARTMENT. THE CORRODED AREA WAS CUT OUT IAW SRM 53-13-01. A REPAIR FITTING WAS FABRICATED AND INSTALLED IAW SRM 53-10-0 AND 51-21-0.									
5313 CALA	68044 46903	DOUG DC1010				LONGERON	CORRODED BS 1641-1701		2/13/98 CALA9800238
INSPECTION FOUND LONGERON 52R CORRODED FROM STA 1641-1701. THE CORROSION WAS REMOVED, TREATED, AND PRIMED IAW SRM 51-21-01. THE LONGERON WAS REMOVED AND REPLACED IAW SRM 51-31-01.									
5320 CALA	68044 46903	DOUG DC1010				STRAP	CORRODED BS 1661		2/13/98 CALA9800239
INSPECTION FOUND STRAP CORRODED AT STA 1661 BETWEEN LONGERON 47-48L. THE CORROSION WAS REMOVED IAW SRM 51-21-01. THE STRAP WAS REMOVED AND REPLACED IAW SRM 51-31-01.									
5320 NWAA	236NW 46934	DOUG DC1030				FITTING	CORRODED BS 1811		2/6/98 9802411236
DURING M CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON END FITTING FOR LONGERON 45L, FS 1811. REPLACED END FITTING PER SRM 51-33-01, VOL 1.									
5330 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED BS 1701		2/13/98 CALA9800236
INSPECTION FOUND FUSELAGE SKIN CORRODED AT STA 1701, LONGERON 49L-50L. REMOVED AND REPLACED DOUBLER STRAP, FINGER DOUBLER, AND LONGERON SPLICE IAW SRM 51-31-01.									
5400 CALA	68044 46903	DOUG DC1010				STIFFENER	CRACKED NR 1 PYLON		2/13/98 CALA9800243
INSPECTION FOUND A 2 CRACK ON INBOARD SIDE OF LT UPPER SPAR WHERE CENTER HINGE OF LT REV COWL ATTACHES, NR 1 PYLON. THE STIFFENER WAS REMOVED AND REPLACED IAW SRM 51-33-01.									
5400 CALA	68044 46903	DOUG DC1010				WEB	CANNED NR 1 PYLON		2/13/98 CALA9800244
INSPECTION FOUND UPPER SPAR WEB OF NR 1 PYLON OIL CANNED FORWARD OF HEAT EXCHANGER. A NEW WEB WAS FABRICATED AND INSTALLED IAW SRM 54-11-2 AND 51-31-01.									
5511 FDEA	054FE 47808	DOUG DC1010F				SPAR CAP	CRACKED LT HORIZ STAB		2/13/98 98FDEA00107
LEFT HORIZONTAL STABILIZER UPPER REAR SPAR CAP FWD BARREL NUT HOLE HAS A 1 LONG CRACK INDICATION ON THE FWD EXPOSED FACE. THE CRACK IS ONE INCH DOWN AND MARKED. REF WORK CARD 8551073310BPC SEQ 269.									
5530 CALA	68044 46903	DOUG DC1010				SUPPORT	CRACKED VERT STAB		2/13/98 CALA9800242
INSPECTION FOUND A 1 CRACK IN CIRCUMFERENTIAL SUPPORT SIDE BRACE OF LT LOWER VERTICAL STABILIZER ABOVE NR 2 ENGINE DUCT. THE SUPPORT SIDE BRACE WAS REMOVED. A NEW SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 51-10-00, 51-21-01, AND 51-31-01.									
5720 CALA	68044 46903	DOUG DC1010				BEAM	CORRODED LT WING		2/13/98 CALA9800246
INSPECTION FOUND CORROSION ON BEAM ALONG AFT END OF ACCESS OPENING 541AB ON LT WING INBOARD LOWER TRAILING EDGE. THE BEAM WAS REMOVED AND REPLACED IAW SRM 51-30-00.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5730 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED RT WING		2/13/98 CALA9800248
INSPECTION FOUND CORROSION INSIDE SKIN FORWARD OF FRAME SPAR, AFT OF NR 8 SLAT CENTER AREA OF RT WING OUTBOARD LEADING EDGE. THE CORROSION WAS REMOVED IAW SRM 51-22-01. THE CORRODED AREA WAS CUT OUT. FILLER AND DOUBLER WERE FABRICATED AND INSTALLED IAW SRM 57-10-00 AND 51-21-01.									
5730 CALA	68044 46903	DOUG DC1010				SKIN	CORRODED WS 885		2/13/98 CALA9800249
INSPECTION FOUND RT WING OUTBOARD LEADING EDGE SKIN CORRODED UNDER NUT CHANNEL INSIDE SURFACE, FORWARD OF FRONT SPAR AFT OF NR 7 SLAT OUTBOARD AREA, XORS 885. THE CORROSION WAS REMOVED. THE CORRODED AREA WAS CUT OUT. FILLER AND DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 57-10-00 AND 51-21-01.									
5730 CALA	13088 46850	DOUG DC1030				PANEL	CANNED LT WING		2/11/98 CALA9800216
INSPECTION FOUND LT WING TOP SURFACE PANEL OUTBOARD OF INBOARD AILERON OIL CANNING. THE OIL CANNED AREA WAS TRIMMED AND BLENDED OUT. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 51-21-01 AND 51-31-01.									
5753 CALA	68044 46903	DOUG DC1010				STOP	CORRODED LT TE FLAP		2/13/98 CALA9800245
INSPECTION FOUND CORROSION AT TOP OF LEFT INBOARD FLAP OUTBOARD UPSTOP PLATE STRUCTURE ON TRAILING EDGE OUTBOARD NR 1 SPOILER PANEL. THE CORRODED U CHANNEL WAS REMOVED IAW SRM 51-21-01. A NEW CHANNEL WAS FABRICATED AND INSTALLED IAW SRM 51-10-00, 51-21-01, AND 51-31-01.									
5753 CALA	68044 46903	DOUG DC1010				SKIN	CRACKED NR 3 LE SLAT		2/13/98 CALA9800247
INSPECTION FOUND A 3.5 CRACK IN LT WING UPPER LEADING EDGE SKIN AT NR 3 SLAT ANTI-ICE TELESOPING DUCT SPRING DOOR CUTOUT CORNER. A DOUBLER REPAIR WAS INSTALLED IAW ECRA 5730-01543.									
3244 RRXA	993CF 46028	DOUG DC862				TIRE 1542511	BLOW OUT MLG		2/7/98 RRXA98015
AFTER LANDING, TOWER REPORTED SMOKE COMING FROM RT MAIN GEAR, AIRPORT OPS CHECKED ACFT AND FOUND NR 3 TIRE FLAT. REMOVED AND REPLACED MAIN WHEEL ASSY IAW DC-8 MM CH 32-40-11. POST FAILURE (BLOW-OUT) INSPECTION C/W IAW EWA A/C MM CH 10.									
3350 CKSA	8052U 46009	DOUG DC8F54				BATTERY PACK 5708458505	DISCHARGED CABIN		1/18/98 CKSA98007
SMELLED SMOKE AND FOUND EMERGENCY LIGHT CHARGER C/B OPENED. TRACED SMOKE AND OPENED PANEL FOR BATTERY CHARGER FOR EMERGENCY LIGHTS. PANEL SCREWS IN F/E DRAWER. REMOVED AND REPLACED EMERGENCY BATTERY PACK, OPS CHECKED NORMAL IAW DC8 MM 33-31-1.									
3830 IXXA	41CX 46129	DOUG DC862F				PUMP 38YG23	MALFUNCTIONED LT AFT LAV		2/12/98 IXXA980005
EN ROUTE FROM HIK TO SUU, THE LEFT AFT LAVATORY EMITTED AN ELECTRICAL BURNING ODOR WHEN THE LAV WAS FLUSHED. THE LAVATORY COMPARTMENT WAS CLOSED OFF FOR THE REMAINDER OF THE FLIGHT. MAINTENANCE OPERATED THE PUMP NUMEROUS TIMES, WITH NO DEFECTS NOTED. MAINTENANCE REMOVED THE PUMP AND VISUALLY INSPECTED, WITH NO DISCREPANCIES NOTED. MAINTENANCE REPLACED THE PUMP AS A PRECAUTIONARY MEASURE.									
5313 IPXA	703UP 45939	DOUG DC871F				LONGERON	CRACKED BS 220		1/22/98 UPS98825731
INSPECTION TYPE:D/CK, FWD LOWER CARGO COMPARTMENT LONGERON 36 CRACKED FROM FWD TORQUE BOX TO STA 220. REMOVED LONGERONS, REMOVED CORROSION FROM HANGER IAW DC8 SRM 51 1 8. ALODINED AND PRIMED IAW DC8 SRM 51 1 8. DRILLED NEW LONGERONS FOR IT IAW DC8 SRM 51 1 24. INSTALLED LONGERONS WITH HI-LOKS IAW DC8 SRM 51 1 20D.									
5313 IPXA	703UP 45939	DOUG DC871F				LONGERON	CORRODED BS 190-390		1/30/98 UPS98825733
INSPECTION TYPE:D/CK, L33 LEFT STA 190 TO 390 REQUIRED REPLACEMENT. REMOVED LONGERON STA 190-390, DRILLED NEW LONGERON HALVES IAW DC8 SR M 51 1 24. INSTALLED LONGERON WITH HI-LOKS AND RIVET6S IAW DC8 SRM 5 1 1 20D AND 51 1 21.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5315 IPXA	703UP 45939	DOUG DC871F				FLOORBEAM	CORRODED BS 1240		1/27/98 UPS98825734
INSPECTION TYPE:D/CK, AFT PIT BOTTOM OF CABIN FLOOR CORRODED 4 PLACES, BTL 12 L, 34R, 12R, AND 34R, STA 1240. CUT OUT DAMAGED IAW DC8 SRM 53 2 3 FIG 10, FABBED DOUBLERS FILLER, REPAIRED ANGLE AND INSTALLED IAW DC8 SRM 53 2 3 FIG 10, DC8 SRM 51 1 21, 51 1 20D. ALODINED AND PRIMED AS REQUIRED IAW DC8 SRM 51 1 8.									
5320 IPXA	703UP 45939	DOUG DC871F				FITTING	CORRODED BS 300		1/24/98 UPS98825732
INSPECTION TYPE:D/CK, LOWER FWD CARGO COMPARTMENT STA 300 BATH TUB FITTING CORRODED LONGERON 36 TO LONGERON 35 RIGHT. REMOVED FITTING REPLACED WITH NEW FITTING IAW DC8 SRM 51 1 20D.									
5610 ABXA	805AX 45906	DOUG DC862			DOUG	ROD END BRES4435	OUT OF ADJUST LT COCKPIT		2/11/98 ABXA9800074
CAPTAINS CLEARVIEW WINDOW (EMERG EXIT) WOULD NOT OPEN. ADJUSTED CAPTAIN'S SLIDING WINDOW ROD END ON UPPER LINK. OPS CHECKED GOOD.									
5711 RRXA	796AL 46054	DOUG DC863				SPAR WEB	CRACKED LT WING		2/8/98 RRXA98017
DURING A MAINTENANCE INSPECTION, FOUND LEFT WING REAR SPAR WEB CRACKED IN TWO (2) LOCATIONS. RECEIVED (ONE TIME FERRY FLIGHT) AUTHORIZATION FROM FAA DER HOWARD PATTERSON REF NR 98-022/014-31, TO KMCN FOR REPAIR.									
5712 IPXA	752UP 45952	DOUG DC871F				RIB	CRACKED WS 810		2/9/98 UPS98825763
INSPECTION TYPE:C, LT WING L/E RIB UPPER ARM CRACKED BY AFT FSTR AT STA XFS 810.000. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	752UP 45952	DOUG DC871F				RIB	CRACKED WS 653.75		2/10/98 UPS98825762
INSPECTION TYPE:C, RT WING L/E AT STR XFS 653.750, THE L/E RIB IS CRACKED. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	752UP 45952	DOUG DC871F				RIB	CRACKED WS 772.5		2/9/98 UPS98825761
INSPECTION TYPE:C, LT WING L/E RIB LWR ARM CRACKED BY AFT FASTENER STA 772.500. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS I6.225		2/6/98 UPS98825747
INSPECTION TYPE:C, RT WING L/E AT STA XOLDI 6.225, THE UPPER L/E RIB HAS A 9 INCH CRACK. REPAIRED CRACKED L/E RIB AT STA XOLDI 6.225 IAW DC-8 SRM 57-2-0 FIG 2.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 747.5		2/6/98 UPS98825748
INSPECTION TYPE:C, LT WING L/E RIB UPPER ARM IS CRACKED BY THE AFT FASTENER AT STA XF S747.500. REPAIRED IAW DC-8 SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 760		2/6/98 UPS98825749
INSPECTION TYPE:C, LT WING L/E RIB UPPER ARM IS CRACKED BY THE AFT FASTENER AT STA, XFS 760.000, REPAIRED IAW DC8 SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 778.75		2/6/98 UPS98825759
INSPECTION TYPE:C, LT WING L/E RIB UPPER AND LWR ARMS CRACKED BY AFT FSTR XFS 778.750. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 201.25		2/7/98 UPS98825750
INSPECTION TYPE:C, LT WING L/E RIB UPPER ARM IS CRACKED BY AFT FASTENER AT STA XFS 201.250. REPAIRED IAW SRM 57-2-0.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 772.5		2/6/98 UPS98825756
INSPECTION TYPE:C, LT WING L/E RIB UPPER AND LWR ARMS CRACKED BY AFT FASTENER STA XFS- 772.500. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 728.75		2/6/98 UPS98825753
INSPECTION TYPE:C, LT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER AT STA 728.750. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 766.25		2/6/98 UPS98825754
INSPECTION TYPE:C, LT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER STA XFS 766.250. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 810		2/6/98 UPS98825755
INSPECTION TYPE:C, LT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER AT STA XFS 810.000. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 822.5		2/6/98 UPS98825752
INSPECTION TYPE:C, LT WING L/E RIB UPPER AND LWR ARMS CRACKED BY AFT FASTENER AT STA XFS 822.500. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 797.5		2/6/98 UPS98825751
INSPECTION TYPE:C, LT WING LE RIB UPPER AND LWR ARM CRACKED BY AFT FASTENER AT STA XFS 797.500, REPAIRED IAW SRM ADDN DC8-5720-4087.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 791.25		2/6/98 UPS98825758
INSPECTION TYPE:C, LT WING L/E RIB UPPER AND LWR ARMS CRACKED BY AFT FASTENER AT STA XFS 791.250. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 803.75		2/6/98 UPS98825760
INSPECTION TYPE:C, LT WING L/E RIB UPPER AND LWR ARMS CRACKED BY AFT FSTR AT STA XFS803. 750. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	866UP 45966	DOUG DC873F				RIB	CRACKED WS 785		2/6/98 UPS98825757
INSPECTION TYPE:C, LT WING L/E RIB UPPER ARM CRACKED BY AFT FASTENER AT STA XFS 785.000. REPAIRED IAW SRM 57-2-0.									
7200 IXXA	824BX 45946	DOUG DC871F	GE CFM562C1			ENGINE	DAMAGED LT WING	28175 1474	2/12/98 IXXA980004
EN ROUTE FROM TOL TO ATL, DURING CRUISE THE FLIGHT ENGINEER NOTICED A MARKED DECLINE IN THE NUMBER ONE ENGINE OIL QUANTITY. THE CREW PERFORMED A PRECAUTIONARY INFLIGHT SHUTDOWN IAW COMPANY PROCEDURES, AND CONTINUED TO ATL MAKING AN UNEVENTFUL LANDING. MAINTENANCE INSPECTED THE ENGINE AND FOUND THE ENGINE HAD SUSTAINED A GROUND STRIKE WITH DAMAGE TO THE COWLINGS, AND THE TRANSFER GEARBOX WAS ALSO IMPACTED. THE AIRCRAFT IS CURRENTLY REMOVED FROM SERVICE FOR INSPECTION AND ENGINE REPLACEMENT AT THIS TIME.									
7230 RRXA	998CF 46139	DOUG DC862F	PWA JT3D7			COMPRESSOR	STALLED NR 1 ENGINE		2/6/98 RRXA98014
NR 1 ENGINE COMPRESSOR STALLS, SHUTDOWN IN-FLIGHT PER EWA PROCEEDURES. COMPLIED WITH FORM SP003, FOUND 2 BENT BLADES, BLENDED BLADES. FOUND TO BE WITH IN LIMITS PER PRATT AND WHITNEY MAINTENANCE MANUAL 72-0. NR 1 ENGINE OPS CKS GOOD AT ALL POWER SETTINGS.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE



## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2131 NWAA	722NC 47774	DOUG DC951				CONTROLLER	FAILED CABIN		2/14/98 9802659863
DURING CLIMB-OUT, THE CABIN AUTOMATIC PRESSURIZATION SYSTEM BECAME INOPERATIVE AND THE CABIN MANUAL PRESSURIZATION CONTROL SYSTEM OPERATED POORLY. THE FLIGHT RETURNED TO SAT AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE CABIN PRESSURE CONTROLLER, CABIN CONTROL RESET REGULATOR, AND CLEANED THE CABIN CONTROL EJECTOR. OPERATIONAL CHECK OK.									
2131 TWAA	904TW 49156	DOUG DC982				CONTROLLER 21171802	WORN LT/RT		1/26/98 TWAA9801403
MCI - FLT 337 - UPON LEVEL OFF AT FL350, CABIN CONTINUED TO CLIMB. DESCENDED TO FL240. CABIN ALTITUDE REACHED 13000 FT. REGAINED CONTROL OF CABIN WITH MANUAL CONTROL OF OUTFLOW VALVE. REPLACED BOTH CABIN PRESSUE CONTROLLERS AND BROKEN CLAMP ON A DUCT. (M)									
2133 TWAA	991Z 47096	DOUG DC931				VALVE 39605011	WORN RIGHT		1/24/98 TWAA9801401
STL - FLT 107 - AFTER NORMAL TAKEOFF AND PRESSURIZATION NORMAL, AT APPROX 5000 MSL NOTICED OUTFLOW VALVE CLOSED AND PACK PRESSURE NORMAL BUT AIRCRAFT NOT PRESSURIZING. FLIGHT OPERATED AT 10,000 FT WITH PACKS OFF. REPLACED THE RIGHT AC FLOW CONTROL VALVE. ALSO, INSTALLED BLOWN DUCTS TO ACM. (M)									
2150 NWAA	764NC 47717	DOUG DC951				CLAMP	LOOSE AC COMPARTMENT		2/11/98 9802629855
DURING CLIMB-OUT, THE TAIL COMPARTMENT TEMPERATURE HIGH INDICATION LIGHT ILLUMINATED. FLIGHT CREW FOLLOWED COM PROCEDURE AND LANDED AT ALTERNATE AIRPORT WITHOUT INCIDENT. MAINTENANCE RESECURED THE PNEUMATIC CROSSFEED VALVE PUSHROD AND TIGHTENED THE AIR CONDITIONING SHUTOFF VALVE CLAMP. OPERATIONAL CHECK OK.									
2170 AALA	572AA 49458	DOUG DC983				COALESCER 21D101	DIRTY ACM BAY		1/20/98 AALA980196
DFW - FLT 1887 - DURING TAKEOFF, STRONG SMELL AND HAZE IN CABIN AND COCKPIT. DISSIPATED IN CLIMB. REMOVED AND REPLACED WATER SEPARATOR BAGS. ACCOMPLISHED PACK BURN. NO ODORS NOTED. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
2530 AALA	474 49649	DOUG DC982				COFFEE MAKER 46700017	ODOR GALLEY		1/10/98 AALA980053
LIT - FLT 0826 - EN ROUTE IAH/ORD DURING CRUISE, FLIGHT ATTENDANT NOTED AN ELECTRICAL SMELL IN THE FIRST CLASS GALLEY AREA. AIRCRAFT LANDED LIT WITHOUT INCIDENT. GALLEY COFFEE MAKERS AND OVENS WERE PLACARDED AND THE AIRCRAFT FERRIED TO ORD FOR FURTHER EVALUATION. MAINTENANCE OPERATED FIRST CLASS OVENS AND COFFEE MAKERS FOR ONE HOUR UNABLE TO DUPLICATE ELECTRICAL SMELL. AS A PRECAUTION, BOTH COFFEE MAKERS WERE CHANGED. SYSTEM GROUND CHECKED, NORMAL OPERATION WITH NO SMOKE NOTED. (X)									
2611 NWAA	965N 47417	DOUG DC931				SMOKE DETECTOR	MALFUNCTIONED LAVATORY		2/14/98 9802709915
FORWARD LAVATORY SMOKE DETECTOR ACTIVATED ALONG WITH BURNING SMELL IN FLIGHT. FLIGHT CREW PULLED ASSOCIATED CIRCUIT BREAKERS AND RETURNED TO MSP WITHOUT INCIDENT. MAINTENANCE RESET CIRCUIT BREAKERS. ALSO, REPLACED SMOKE DETECTOR AND BOTH BALLASTS IN LAVATORY AS A PRECAUTION. NO EVIDENCE OF SMOKE OR OVERHEAT CONDITION WAS APPARENT. AIRCRAFT RETURNED TO SERVICE.									
2751 NWAA	925US 47472	DOUG DC932				CIRCUIT BREAKER	INOPERATIVE FLIGHT DECK		2/10/98 9802489925
DURING CLIMB-OUT, THE RIGHT WING FLAP WOULD NOT RETRACT FROM THE 15 DEGREE POSITION, THE WINDSHEAR ANNUNCIATOR LIGHT ILLUMINATED, THE FIRST OFFICER'S SPEED COMMAND FLAG WAS IN VIEW, AND THE NR 1 AND NR 2 VHF RADIOS BECAME INOPERATIVE (BOTH WORKED NORMALLY IN EMERGENCY MODE). THE FLIGHT CREW RESTORED THE FLAP SETTING TO THE 15 DEGREE POSITION, RETURNED TO ORIGINATION, AND LANDED WITHOUT INCIDENT. MAINTENANCE RESET THE RIGHT INSTRUMENT TRANSFORMER CIRCUIT BREAKER AND PULLED AND COLLARED THE RIGHT FLAP INDICATOR CIRCUIT BREAKER PER MEL PROCEDURES. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2781 AALA	407AA 49318	DOUG DC982				SENSOR	OUT OF ADJUST NR 1 SLAT		1/24/98 AALA980213
DFW - FLT 0308 - AFTER TAKEOFF DFW DURING CLIMB-OUT, FLIGHT CREW GOT A FLAP DISAGREE LIGHT, ILLUMINATED AND LATER EXTINGUISHED. AFTER ACCELERATING TO 300 KNOTS, LIGHT ILLUMINATED WITH AURAL WARNING. NO ASYMMETRY NOTED DURING ANY PHASE OF THE FLIGHT. AIRCRAFT RETURNED AND LANDED DFW WITHOUT INCIDENT. MAINTENANCE ACCOMPLISHED AN INSPECTION OF WING FLAPS AND SLATS, FOUND NR 1 SLAT SENSOR TOO CLOSE TO THE SENSOR. NR 1 SLAT SENSOR WAS ADJUSTED, AND A BITE TEST ACCOMPLISHED WITH NO FURTHER FAULTS. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3220 TWAA	406EA 47686	DOUG DC951				DEFLECTOR 5929719501	BENT NLG		1/25/98 TWAA9801404
STL - FLT 482 - AFTER TAKEOFF, NOSE LANDING GEAR WOULD NOT RETRACT. GREEN LIGHT WENT OUT. RED NOSE LIGHT CAME ON. NOISE LEVEL INDICATED NOSE GEAR WAS DOWN. RETURNED TO STL. FOUND LT NOSE GEAR SPRAY DEFLECTOR JAMMING AGAINST FRAME. REPLACED LT SPRAY DEFLECTOR. (M)									
3222 USAA	926VJ 48146	DOUG DC931				STRUT 1D3224044	LEAKING NLG		1/29/98 USAAD98020
PIT - FLT 1712 - AFTER TAKEOFF, NOSE GEAR WOULD NOT RETRACT. CREW RECYCLED GEAR TO NO AVAIL. FLIGHT RETURNED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE NOSE LANDING GEAR PISTON ASSEMBLY AND PERFORMED A GEAR SWING. ALL CHECKED NORMAL. (M)									
3222 AALA	459AA 49564	DOUG DC982				STRUT 5910448557	REQ'D SERVICE NLG		1/11/98 AALA980054
PDX - FLT 1092 - AFTER TAKEOFF PDX, THE NOSE LANDING GEAR DID NOT RETRACT AND THE AIRCRAFT RETURNED PDX OVERWEIGHT WITHOUT INCIDENT. MAINTENANCE SERVICED NLG STRUT AND CYCLED GEAR SEVERAL TIMES WITH GEAR RETRACTING NORMALLY. AN OVERWEIGHT INSPECTION ACCOMPLISHED WITH NO DAMAGE NOTED. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3222 AALA	516AM 49893	DOUG DC982		CRISSAIR		VALVE 2C9294	DEFECTIVE NLG		1/4/98 AALA980016
LAS - FLT 1342 - AFTER TAKEOFF LAS, NOSE GEAR WOULD NOT RETRACT. AIRCRAFT RETURNED TO LAS AND LANDED OVERWEIGHT WITHOUT INCIDENT. REPACKED NOSE LANDING GEAR AND REPLACED SERVICE VALVE. ACCOMPLISHED LEAK CHECK AND GEAR RETRACTION WITH NO DEFECTS FOUND. ACCOMPLISHED OVERWEIGHT CHECK WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED NORMAL OPERATION. (X)									
3222 AALA	574AA 53151	DOUG DC982				PISTON 5920629513	DEFECTIVE NLG		1/9/98 AALA980050
DFW - FLT 1868 - AFTER TAKEOFF DFW, LANDING GEAR WAS RETRACTED AND THE NOSE GEAR RED LIGHT REMAINED ILLUMINATED. CREW ACCOMPLISHED ABNORMAL PROCEDURES AND AIRCRAFT LANDED DFW OVERWEIGHT AND WITHOUT INCIDENT. MAINTENANCE REPLACED LOWER NLG PISTON, REPACKED AND SERVICED STRUT PER MM. AN OVERWEIGHT INSPECTION ACCOMPLISHED AND NO DISCREPANCIES NOTED. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3233 AALA	516AM 49893	DOUG DC982				ACTUATOR 39281375001	DEFECTIVE NLG		1/2/98 AALA980015
PHL - FLT 1511 - AFTER TAKEOFF PHL, NOSE GEAR WOULD NOT RETRACT. AIRCRAFT RETURNED TO PHL AND LANDED OVERWEIGHT WITHOUT INCIDENT. REPLACED NLG RETRACT CYLINDER. ACCOMPLISHED GEAR RETRACTION AND OVERWEIGHT LANDING INSPECTION WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3260 VJ6A	924VV 47278	DOUG DC932				SWITCH 7000010101	DIRTY NLG		2/6/98 VJ9800008
ON FINAL APPROACH, NO GREEN LIGHT OBTAINED FOR NOSE GEAR BEING DOWN AND LOCKED IN POSITION. RECYCLED GEAR AND RECEIVED CONFIRMATION WITH 3 GREEN LIGHTS THAT GEAR WAS DOWN AND LOCKED. CLEANED AND CYCLED NOSE GEAR POSITION SWITCH. OPS CHECKED NORMAL IAW MM 32-60.									
3260 ABXA	956AX 47620	DOUG DC941				CONNECTOR	CORRODED RT MLG		2/10/98 ABXA9800073
DURING INITIAL CLIMB, AFTER RAISING THE LANDING GEAR, THE RIGHT GEAR UNSAFE LIGHT REMAINED ON. RECYCLED THE GEAR, LIGHT STILL REMAINED ON. LIGHT WENT OUT AFTER THREE MINUTES, WITH THE ENGINE DRIVEN HYDRAULIC PUMPS IN HIGH. CLEANED CORROSION FROM PROXIMITY SWITCH CANNON PLUG. OPS CHECKED GOOD.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3260 TWAA	414EA 47746	DOUG DC951				SPRING 49319271	BROKEN LT MLG		1/19/98 TWAA9801001
STL - FLT 247 - DURING CRUISE, LEFT RED GEAR UNSAFE LIGHT ILLUMINATED. REPLACED BROKEN SPRING, MFG PART NR 4931927-1, ON LEFT GEAR UPLOCK TARGET. (M)									
3260 NWAA	775NC 47785	DOUG DC951				PROX CONTROL 0080004003	INOPERATIVE E/E COMPARTMENT	35555 35555	2/13/98 9802679866
DURING CLIMB-OUT, THE LEFT MAIN LANDING GEAR UNLOCK INDICATION LIGHT REMAINED ILLUMINATED WITH ALL OTHER INDICATIONS NORMAL. THE FLIGHT CREW RECYCLED THE LANDING GEAR HANDLE AND FOUND NORMAL OPERATION AND INDICATION OF THE LANDING GEAR SYSTEM. AIRCRAFT LANDED AT DESTINATION WITHOUT INCIDENT. MAINTENANCE REPLACED THE LANDING GEAR PROXIMITY CONTROL UNIT. OPERATIONAL CHECK OK.									
3320 NWAA	760NW 47288	DOUG DC941				WIRING	INOPERATIVE CABIN		2/8/98 9802509760
DURING DESCENT, THE FLIGHT CREW DISCOVERED SMOKE IN THE AIRCRAFT CABIN. FLIGHT CREW DECLARED AN EMERGENCY, SHUT DOWN THE CABIN LIGHTING SYSTEM, AND LANDED AT DESTINATION WITHOUT INCIDENT. MAINTENANCE REPAIRED WIRE ENDS AT S3-94 L741AH16 AND L741Y20. OPERATIONAL CHECK OK.									
3350 NWAA	8911E 45825	DOUG DC914				POWER SUPPLY 6014113	INOPERATION CABIN		2/7/98 9802329152
DURING INSPECTION, THE EMERGENCY FLOOR PROXIMITY LIGHTS LOCATED IN FIRST CLASS SECTION WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHTS POWER SUPPLY. OPERATIONAL CHECK OK.									
3350 NWAA	8912E 45829	DOUG DC914				BATTERY PACK	DISCHARGED CABIN		2/9/98 9802529153
DURING LINE CHECK, FOUND THE LEFT NACELLE EMERGENCY LIGHT INOPERATIVE. MAINTENANCE REPLACED THE BATTERY PACK. OPERATIONAL CHECK OK.									
3350 NWAA	92S 47064	DOUG DC915				BATTERY	DISCHARGED CABIN		2/13/98 9802669102
DURING LINE CHECK, FOUND FLOOR EMERGENCY EXIT LIGHTS INOPERATIVE AT MID CABIN. MAINTENANCE REPLACED THE BATTERY. OPERATIONAL CHECK OK.									
3350 TWAA	993Z 47082	DOUG DC931				CABLE 58531	WORN CABIN		1/25/98 TWAA9801405
STL - 698 - DURING OVERNIGHT MAINTENANCE, THE FLOOR EMERGENCY EGRESS LIGHTS WERE FOUND TO BE INOPERATIVE FROM ROW 22 TO 24. REPLACED THE FEED CABLE FROM THE BATTERY PACK TERMINAL STRIP TO FLEX CABLE. (M)									
3350 NWAA	8933E 47142	DOUG DC931				WIRING	BROKEN CABIN		2/14/98 9802719997
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS AT ROW 8 INOPERATIVE. REPAIRED WIRING AT FLOOR NEAR ROW 8. OPERATIONAL CHECK NORMAL.									
3350 USAA	931VJ 47188	DOUG DC931				BATTERY P4010020	DISCHARGED CABIN		1/8/98 USAAD98019
PHL - THE GALLEY DOOR ESCAPE SLIDE LIGHT AND THE CEILING EMERGENCY LIGHTS IN ROWS 13 THROUGH 18 ARE INOPERATIVE. MAINTENANCE REPLACED THE BATTERIES. (M)									
3350 USAA	931VJ 47188	DOUG DC931				BATTERY 14597101	DISCHARGED CABIN		1/8/98 98ZZM207
PHL - THE GALLEY DOOR ESCAPE SLIDE LIGHT AND THE CEILING EMERGENCY LIGHTS IN ROWS 13 THROUGH 18 ARE INOPERATIVE. MAINTENANCE REPLACED THE BATTERIES. (M)									
3350 NWAA	959N 47255	DOUG DC931				BATTERY	DISCHARGED CABIN		2/9/98 9802539909
DURING LINE CHECK, FOUND TAILCONE EMERGENCY ESCAPE PATH LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERIES. OPERATIONAL CHECK OK.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 NWAA	9332 47264	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		2/6/98 9802369968
DURING INSPECTION, THE FLIGHT ATTENDANT FLASHLIGHT WAS FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED THE BATTERY PACK. OPERATIONAL CHECK OK.									
3350 NWAA	9342 47391	DOUG DC931				LIGHT	INOPERATIVE CABIN		2/13/98 9802689978
AFT FLIGHT ATTENDANT FLASHLIGHT INOPERATIVE. MAINTENANCE REPLACED BATTERY AND FLASHLIGHT. OPERATIONAL CHECK NORMAL.									
3350 NWAA	8986E 47402	DOUG DC931				FUSE	BLOWN CABIN		2/11/98 9802569993
DURING LINE MAINTENANCE INSPECTION, FOUND FLOOR PROXIMITY EMERGENCY LIGHTS BETWEEN ROWS 14 AND 17 AND AFT OVERWING EMERGENCY EXIT DOOR LIGHTS INOPERATIVE. REPLACED FUSE IN BATTERY PACK. OPERATIONAL CHECK NORMAL.									
3350 NWAA	961N 47405	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		2/12/98 9802599911
DURING PERIODIC CHECK, FOUND TAILCONE CATWALK AND RELEASE HANDLE EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY PACK. OPERATIONAL CHECK NORMAL.									
3350 NWAA	9343 47439	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		2/10/98 9802579979
FAA INSPECTOR OBSERVED FORWARD OVERHEAD EMERGENCY LIGHTS AS BEING WEAK. MAINENANCE REPLACED THE BATTERY PACK. OPERATIONAL CHECK NORMAL.									
3350 NWAA	982US 45790	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		2/8/98 9802389982
DURING INSPECTION, THE FORWARD OVERWING EMERGENCY LIGHTS WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHTS BATTERY PACK. OPERATIONAL CHECK OK.									
3350 NWAA	607NW 47232	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		2/6/98 9802399607
DURING INSPECTION, THE EMERGENCY LIGHTS LOCATED AT DOOR 1R AND THE FIRST CLASS SEATS WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHTS BATTERY PACK. OPERATIONAL CHECK OK.									
3350 NWAA	941N 47450	DOUG DC932				FUSE	BLOWN CABIN		2/15/98 9802699919
DURING LINE MAINTENANCE INSPECTION, FOUND FLOOR PROXIMITY EMERGENCY LIGHTS BETWEEN ROWS 11 AND 13 INOPERATIVE. REPLACED BLOWN FUSE. OPERATIONAL CHECK NORMAL.									
3350 NWAA	925US 47472	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		2/7/98 9802379925
DURING INSPECTION, THE AFT OVERHEAD EMERGENCY LIGHTS WERE FOUND TO BE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHTS BATTERY PACK. OPERATIONAL CHECK OK.									
3350 MWEA	502ME 48132	DOUG DC932				BATTERY PACK 6011777	DISCHARGED LT NACELLE		2/10/98 MWEA98155
DURING INSPECTION, FOUND LT NACELLE EMERGENCY LIGHTING INOP. MAINTENANCE REMOVED AND REPLACED EMERGENCY BATTERY PACK RETURNED AC TO SERVICE.									
3350 MWEA	502ME 48132	DOUG DC932				WIRE 0105602001	BROKEN CABIN		2/10/98 MWEA98158
DURING INSPECTION, FOUND LT NACELLE EMERGENCY LIGHTING INOP. MAINTENANCE REMOVED AND REPLACED EMERGENCY BATTERY PACK RETURNED AC TO SERVICE.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 NWAA	758NW 47286	DOUG DC941				BATTERY PACK	DISCHARGED CABIN		2/10/98 9802609758
DURING LINE MAINTENANCE INSPECTION, FOUND RIGHT FORWARD OVERWING EMERGENCY EXIT SIGN LIGHT INOPERATIVE. REPLACED BATTERY PACK. OPERATIONAL CHECK NORMAL.									
3350 NWAA	758NW 47286	DOUG DC941				CONNECTOR	LOOSE CABIN		2/11/98 9802619758
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS AT RIGHT FORWARD EMERGENCY EXIT AND BETWEEN ROWS 5 THROUGH 8 INOPERATIVE. MAINTNANCE FOUND LOOSE CONNECTION AT FORWARD EMERGENCY EXIT. OPERATIONAL CHECK NORMAL.									
3350 NWAA	763NW 47396	DOUG DC941				POWER SUPPLY	INOPERATIVE CABIN		2/11/98 9802549763
DURING LINE CHECK, FOUND FORWARD OVERWING EMERGENCY LIGHTS INOPERATIVE. MAINTENANCE REPLACED POWER SUPPLY. OPERATIONAL CHECK OK.									
3350 NWAA	766NC 47739	DOUG DC951				POWER SUPPLY	FAILED CABIN		2/11/98 9802559857
DURING LINE MAINTENANCE INSPECTION, FOUND AFT EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY. OPERATIONAL CHECK NORMAL.									
3350 AALA	246AA 49238	DOUG DC982				LIGHT	INOPERATIVE CABIN		1/17/98 AALA980136
DFW - DURING OVERNIGHT CHECK, DISCOVERED FIRST CLASS EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED LIGHT STRIP AT FIRST CLASS EMERGENCY EXIT. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	77421 49333	DOUG DC982				LIGHT	DEFECTIVE CABIN		1/21/98 AALA980186
PHX - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY FLOOR LIGHTING NEAR PASSENGER SEAT 20DEF INOPERATIVE. REPLACED EMERGENCY FLOOR LIGHT STRIP AT PASSENGER SEAT 20DEF. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	431AA 49343	DOUG DC982				WIRE	CORRODED CABIN		1/22/98 AALA980197
DFW - DURING OVERNIGHT CHECK, DISCOVERED BOTH STAIRWAY EMERGENCY EXIT LIGHTS WERE INOPERATIVE. REPLACED STAIRWAY EMERGENCY EXIT LIGHTING WIRES. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	451AA 49477	DOUG DC982				WIRE	BROKEN CABIN		1/21/98 AALA980189
DFW - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT LIGHT AT OVER WING EXIT ON RIGHT SIDE INOPERATIVE. REPAIRED BROKEN EMERGENCY EXIT LIGHT WIRE AT RIGHT SIDE OVER WING EXIT. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	513AA 49890	DOUG DC982				LIGHT	DEFECTIVE CABIN		1/20/98 AALA980182
DFW - DURING OVERNIGHT CHECK, DISCOVERED FORWARD GALLEY EMERGENCY FLOOR LIGHT INOPERATIVE. REPLACED LIGHT STRIP AT FORWARD GALLEY EMERGENCY FLOOR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	587AA 53250	DOUG DC982				WIRE	DEFECTIVE CABIN		1/18/98 AALA980132
DFW - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT LIGHT AT FORWARD GALLEY INOPERATIVE. REPLACED JUMPER WIRE FOR EMERGENCY EXIT LIGHT AT FORWARD GALLEY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 TWAA	931TW 49527	DOUG DC983				CABLE 58541	CUT CABIN		2/1/98 TWAA9801601
STL - DURING OVERNIGHT MAINTENANCE CHECKS, THE EGRESS LIGHTS FROM ROWS 7 TO 15 AND EXIT MARKER AT ROW 21 LEFT AND RIGHT WERE FOUND INOPERATIVE. FOUND CUT IN FLEX CABLE AND BATTERIES WERE INOPERATIVE. REPLACED FEEDER FLEX CABLE FOR EGRESS LIGHTS AND BATTERIES FOR EXIT MARKERS. BATTERIES MFG PART NR 14597-101. CHECK C ON 12-1-97. (M)									
3350 AALA	590AA 53253	DOUG DC983				LIGHT	INOPERATIVE CABIN		1/16/98 AALA980135
DFW - DURING OVERNIGHT CHECK, DISCOVERED FIRST CLASS EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED LIGHT STRIP AT FIRST CLASS EMERGENCY EXIT. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3418 NWAA	8907E 45748	DOUG DC914				COMPUTER	FAILED STALL WARNING		2/7/98 9802519162
DURING CLIMB-OUT, THE STALL WARNING STICK SHAKER ACTIVATED. FLIGHT CREW PULLED APPLICABLE STALL WARNING STICK SHAKER CIRCUIT BREAKERS, RETURNED TO ORIGINATION, AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT FLAP TRANSMITTER, THE RIGHT FLAP TRANSMITTER, AND THE STALL WARNING COMPUTER. OPERATIONAL CHECK OK.									
4990 TWAA	9302B 49528	DOUG DC983				APU 3812761	OIL LEAK APU COMPT		1/21/98 TWAA9801201
STL - FLT 345 - AFTER PARKING IN GATE, AIRCRAFT STARTED FILLING WITH SMOKE. REPLACED APU MFG P/N 381276-1 DUE TO OIL COMING FROM INLET. (M)									
5311 ABXA	945AX 47551	DOUG DC931		DOUG		FRAME 5911448503	CORRODED BS 851		2/10/98 ABXA9800072
DURING C-CHECK, FOUND EXFOLIATION CORROSION ON THE AFT FLANGE OF FRAME AT STA 851 BETWEEN LONGERON 29L AND 29R.									
5311 CALA	14890 49114	DOUG DC982				BELTFRAME	CRACKED BS 1418		2/12/98 CALA9800224
INSPECTION FOUND A 2 CRACK IN BELTFRAME AT LONGERON 2R AND A 2 CRACK IN BELTFRAME AT LONGERON 2L, STA 1418. A DOUBLER WAS INSTALLED TO ENCOMPASS BOTH CRACKS IAW SRM 53-05, FIGURE 32 AND ECRA 5311-01039.									
5311 AALA	419AA 49331	DOUG DC982				FRAME	CORRODED BS 1320		1/8/98 AALA980045
TUL - STA 1320 FRAME CORRODED FORWARD SIDE, LONGERONS 29R-29L, LAVATORY - GALLEY SPILL. FABRICATED DOUBLER, J-CHANNEL, AFT ANGLE SHIM AND SPLICE PLATE, TREATED AND PRIMED PARTS. INSTALLED DOUBLER WITH HI-LOKS PER SRM 53-03 FIG 2A SHEET 4 PAGE 46. (X)									
5311 AALA	420AA 49332	DOUG DC982				FRAME	CORRODED BS 1287		1/19/98 AALA980177
TUL - CORROSION ON AFT SIDE OF FRAME STA 1287, LONGERON 24L. CUT OUT DAMAGED AREA, INSTALLED ATTACH ANGLE REPAIR PER SRM 53-03 FIG 7. TST: 34,569 HOURS. CYCLES: 19,529. (X)									
5312 TWAA	973Z 47033	DOUG DC915				BULKHEAD JAMB	CRACKED AFT PRESS BLKHD		1/26/98 TWAA9801501
STL - DURING MAINTENANCE CHECK, THE AFT PRESSURE BULKHEAD LOWER DOOR JAMB LOWER LEFT CORNER WAS FOUND CRACKED 1.375 INCH ABOVE -37 DOUBLER. REPAIRED PER EMLR 65796-J060088-515 AND SRM 51-30-0 STANDARD PRACTICES. (M)									
5313 ABXA	938AX 47009	DOUG DC931		DOUG		LONGERON 591140959	CRACKED FUSELAGE		2/10/98 ABXA9800076
DURING C-CHECK, FOUND LONGERON 17R CRACKED AT STATIONS 275, 313, 389, AND 408. REPAIRED CRACKED SECTIONS OF LONGERON IAW DC9 SRM 53-02.									

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5313 TWAA	978Z 47250	DOUG DC931				LONGERON	CRACKED BS 737		2/2/98 TWAA9801701
STL - DURING OP16 MAINTENANCE CHECK, LONGERON 5L WAS FOUND WITH A .5 INCH CRACK AT STATION 737. REPAIRED PER SRM 53-02 FIG 18. (M)									
5313 CALA	37882 48027	DOUG DC981				LONGERON	CORRODED BS 1322		2/12/98 CALA9800217
INSPECTION FOUND LONGERON 29R CORRODED UNDER FLANGE AT STA 1322. THE CORRODED SECTION OF LONGERON WAS REMOVED AND A NEW SECTION WAS SPLICED IN IAW SRM 53-02, FIGURE 2.									
5313 CALA	14890 49114	DOUG DC982				LONGERON	CRACKED BS 1418		2/10/98 CALA9800212
INSPECTION FOUND LONGERON 2L CRACKED AT STA 1418. A NEW SECTION OF LONGERON WAS SPLICED IN IAW SRM 53-02, FIGURE 18.									
5320 ABXA	938AX 47009	DOUG DC931			DOUG	CUSP WEB 991050131	CORRODED BS 218-237		2/9/98 ABXA9800068
DURING C-CHECK, FOUND CUSP WEB AT STA 218-237 RIGHT SIDE CORRODED. REPAIRED CUSP WEB IAW DC9 SRM 51-30-1.									
5320 ABXA	938AX 47009	DOUG DC931			DOUG	INTERCOSTAL 99577375	CORRODED BS 996		2/9/98 ABXA9800069
DURING C-CHECK, FOUND INTERCOSTAL AT STA 996 AND LONGERON 13L EXFOLIATED. REPLACED INTERCOSTAL IAW DC9 SRM 51-30-5.									
5320 ABXA	938AX 47009	DOUG DC931			DOUG	CUSP WEB	CRACKED BS 200-218		2/9/98 ABXA9800067
DURING C-CHECK, FOUND CUSP WEB AT STA 200-218 RIGHT SIDE CRACKED. REPAIRED CUSP WEB IAW ABX REA D953-22396-MR.									
5320 NWAA	9339 47382	DOUG DC931				PRESSURE PANEL	CRACKED BS 110		1/31/98 9802429975
DURING L CHECK, FOUND CRACKS IN THE NOSE LANDING GEAR WHEEL WELL HORIZONTAL PRESSURE PANEL LEFT SIDE AT THE INBOARD AND OUTBOARD VERTICAL BEAM AT FS 110. REPAIRED PER EA 99-154615.									
5320 NWAA	9339 47382	DOUG DC931				PRESSURE PANEL	CRACKED BS 110		2/2/98 9802439975
DURING L CHECK, FOUND CRACK IN NOSE LANDING GEAR WHEEL WELL HORIZONTAL PRESSURE PANEL RIGHT SIDE OUTBOARD VERTICAL BEAM AT FS 110. REPAIRED PER EA 99-154624.									
5320 ABXA	945AX 47551	DOUG DC931			DOUG	FITTING 99115434	CRACKED BS 560		2/10/98 ABXA9800071
DURING C-CHECK, FOUND VERTICAL SUPPORT CRACKED AT LOWER END AT LONGERON 23R AND STA 560. REPAIRED SUPPORT FITTING IAW DC9 DWG NR K05159.									
5320 ABXA	938AX 97009	DOUG DC931			DOUG	INTERCOSTAL 99582337	CORRODED BS 945-965		2/9/98 ABXA9800070
DURING C-CHECK, FOUND INTERCOSTAL AT STA 945-965 AND LONGERON 29 RT CORRODED. REPLACED INTERCOSTAL IAW DC9 SRM 51-30-2.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	SUBFLOOR 9910078367	CRACKED BS 160		2/10/98 ABXA9800078
DURING MOD/D-CHECK, FOUND THE COCKPIT SUBLOOR AT STA 160 CRACKED THREE PLACES BETWEEN RBL 20 AND RBL 26. REPAIRED IAW DC9 SRM 53-01.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	SUBFLOOR 99234843	CRACKED BS 148-160		2/10/98 ABXA9800077
DURING MOD/D-CHECK, FOUND THE COCKPIT SUBFLOOR AT STA 148-160 AND RBL 40-RBL 54 CRACKED. REPAIRED IAW DC9 SRM 53-01.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 AALA	33414 49325	DOUG DC982				JAMB 5912494501	CORRODED BS 370-427	1/5/98 AALA980131	
TUL - FORWARD CARGO DOOR JAMB BEAM HAS CORROSION ON UPPER AND LOWER LEG. REMOVED AND REPLACED WITH NEW LOWER DOOR JAMB PAN. TST: 34,516.38 HOURS. CYCLES: 19,391. (X)									
5320 AALA	420AA 49332	DOUG DC982				ANGLE	CORRODED BS 1287	1/19/98 AALA980176	
TUL - CORROSION AT ATTACH ANGLE, FORWARD FRAME FS 1287, LONGERON 24L. CUT OUT ATTACHED ANGLE, INSTALLED REPAIR PER SRM 53-03 FIG 7. TST: 34,569 HOURS. CYCLES: 19,529. (X)									
5330 ABXA	945AX 47551	DOUG DC931			DOUG	SKIN 591970731	CRACKED BS 897	2/11/98 ABXA9800075	
DURING C-CHECK, FOUND FUSELAGE SKIN BULGED AND CRACKED .125 AT FASTENER HOLE UNDER LONGERON 30 AT STA 897. REPAIRED IAW ABX REA D953-22433-MR.									
5350 NWAA	983US 47282	DOUG DC932				CABLE	WORN TAIL CONE	2/9/98 9802349983	
DURING TAILCONE FUNCTIONAL CHECK, FOUND THAT EXTERNAL RELEASE HANDLE HANGS UP ON HINGED SPRING DOOR DURING PULL TEST OF THE EMERGENCY RELEASE. ALSO, FOUND THE INTERIOR TAILCONE RELEASE CABLE WORN AT THE HANDLE. RESHAPED HINGED SPRING DOOR AND REPLACED CABLE. FUNCTIONAL CHECK OK.									
5350 NWAA	772NC 47774	DOUG DC951				RELEASE MECH	OUT OF ADJUST TAIL CONE	2/9/98 9802409863	
DURING TAILCONE FUNCTIONAL CHECK, FOUND THAT THE INTERIOR TAILCONE RELEASE HANDLE FAILED PULL TEST. ADJUSTED INTERNAL TAILCONE RELEASE SYSTEM. FUNCTIONAL CHECK OK.									
5350 CALA	14890 49114	DOUG DC982				CABLES	OUT OF ADJUST TAIL CONE	2/11/98 CALA9800215	
THE TAILCONE EXTERIOR RELEASE HANDLE PULLED AT 15 POUNDS. THE TAILCONE WAS RIGGED IAW WORK CARD 08-5350-1-0008.									
5400 ABXA	945AX 47551	DOUG DC931			DOUG	ANGLE 591326237	CRACKED LT PYLON	2/9/98 ABXA9800066	
DURING C-CHECK, FOUND LOWER PYLON TO FUSELAGE ATTACK ANGLE AT LEFT PYLON LEADING EDGE CRACKED. REPAIRED ANGLE IAW DC9 SRM 54-04.									
5510 CALA	37882 48027	DOUG DC981				PIVOT PLATES	CORRODED HORIZ STAB	2/10/98 CALA9800214	
INSPECTION FOUND INBOARD AND OUTBOARD SET OF HINGE PIVOT PLATES CORRODED ON RT HORIZONTAL STABILIZER. THE OUTBOARD SET OF HINGE PIVOT PLATES WERE FOUND CORRODED ON LT HORIZONTAL STABILIZER. THE PIVOT PLATES WERE REMOVED AND REPLACED IAW SRM 51-30-5.									
5530 CALA	14890 49114	DOUG DC982				ANGLE	CRACKED VERT FIN	2/10/98 CALA9800213	
INSPECTION FOUND VERTICAL FIN INNER ATTACH ANGLE ON RT AND LT SIDES CRACKED. THE ANGLES WERE REMOVED AND REPLACED IAW SRM 51-30-5.									
5711 ABXA	959AX 47761	DOUG DC941			DOUG	SPAR 5911301502	CRACKED WS 164	2/10/98 ABXA9800079	
DURING MOD/D-CHECK, FOUND THE RIGHT WING LOWER REAR SPAR CRACKED 1.375 INCH LONG JUST INBOARD OF STA 164 FLAP HINGE FITTING ATTACH STUD. REPAIRED REAR SPAR IAW ABX EA 51110027002.									
5730 MWEA	23ME 47673	DOUG DC932				SKIN	DELAMINATED LT WING	2/10/98 MWEA98154	
DURING INSPECTION, FOUND LT WING TRAILING EDGE PANEL NR 1504A IS DELAMINATED ON OUTBOARD EDGES. MAINTENANCE REPAIRED IAW DAC DRAWING NR 9957499 AND SRM 51-30 RETURNED TO SERVICE.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE



## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5753 ABXA	945AX 47551	DOUG DC931			DOUG	FITTING 995760016	CRACKED RT TE FLAP		2/9/98 ABXA9800065
DURING C-CHECK, FOUND RIGHT WING OUTBOARD FLAP HINGE FITTING CRACKED. REPLACED FITTING IAW DC9 SRM 51-30-1.									
5753 NWAA	787NC 48149	DOUG DC951				FITTING	CRACKED RT TE FLAP		2/1/98 9802459878
DURING POST FLIGHT INSPECTION, FOUND CRACK IN THE RIGHT OUTBAORD FLAP HINGE RESULTING IN DAMAGE TO THE FLAP, FLAP COVE, FLAP HINGE FITTING FAIRING, AND THE BUTTE DOOR. REPLACED THE FLAP HINGE FITTING PER AMM.									
7200 TWAA	9409F 53121	DOUG DC983	PWA JT8D217A			ENGINE	FAILED LEFT		1/19/98 TWAA9801102
AM - FLT 1508 - DURING CRUISE, VIBRATION OCCURED ON THE LEFT ENGINE. ENGINE SHUT DOWN. REPLACED LEFT ENGINE DUE TO FAILURE CAUSED BY BLUE ICE. (M)									
7230 ORJA	823RA 49889	DOUG DC982	PWA JT8D219			C-1 FAN BLADES 798821002	DAMAGED NR 1 ENGINE		12/27/97 ORJA97218
LEFT ENGINE COMPRESSOR STALL AFTER TAKEOFF. INSPECTED BOROSCOPE 6/7 STAGE COMP DUE TO BIRD STRIKE NO DAMAGE REMOVED AND REPLACED 5 SETS OF BLADES DUE TO BIRD STRIKE DAMAGE PER MM 72-3321. OPS AND LEAK CHECK GOOD, NO VIBRATION NR 1 ENGINE. (M)									
7261 USAA	937VJ 48117	DOUG DC931	PWA JT8D9A			FILTER ACB735F1630Y1	CLOGGED LT ENGINE		1/8/98 USAAD98004
PIT - FLT 1964 - DURING CRUISE, THE LEFT ENGIEN OIL STRAINER CLOG LIGHT CAME ON INTERMITTENTLY. THE OIL PRESSURE TEMPERATURE REMAINED NORMAL. DURING REDUCED THRUST THERE WAS NOT CHANGE. THE CREW ELECTED TO DIVERT TO PIT WITH THE ENGINE OPERATED AT REDUCED POWER AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT ENGINE OIL FILTER AND FILTER CLOG LIGHT SWITCH. THE ENGINE THEN OPERATED NORMALLY. (M)									
7314 AALA	441AA 49460	DOUG DC982	PWA JT8D217C			FUEL PUMP 384300	DEFECTIVE NR 1 ENGINE		1/8/98 AALA980041
DFW - FLT 1389 - DURING TAKEOFF DFW, LT ENGINE SLOW TO SPOOL. AT LEVEL FLIGHT 22,000 FEET, LT EPR, N1 AND N2 STARTED FLUCTUATING. ENGINE WENT TO IDLE FOR A FEW SECONDS AND THEN STARTED OPERATING NORMALLY. AIRCRAFT RETURNED TO DFW AND LANDED WITHOUT INCIDENT. REPLACED LEFT ENGINE FUEL PUMP AND FUEL CONTROL. LEAK CHECKED WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
7930 USAA	937VJ 48117	DOUG DC931	PWA JT8D9A			SWITCH 42D1091	CLOGGED LT ENGINE		1/8/98 98ZZZM206
PIT - FLT 1964 - DURING CRUISE, THE LEFT ENGIEN OIL STRAINER CLOG LIGHT CAME ON INTERMITTENTLY. THE OIL PRESSURE TEMPERATURE REMAINED NORMAL. DURING REDUCED THRUST THERE WAS NOT CHANGE. THE CREW ELECTED TO DIVERT TO PIT WITH THE ENGINE OPERATED AT REDUCED POWER AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT ENGINE OIL FILTER AND FILTER CLOG LIGHT SWITCH. THE ENGINE THEN OPERATED NORMALLY. (M)									
2560 MWEA	701ME 49760	DOUG MD88				SLIDE COVER 591769037	LOOSE AFT GALLEY		2/12/98 MWEA98156
THE AFT GALLEY DOOR SLIDE COVER NOT ON PROPERLY. REPOSITIONED AFT GALLEY DOOR SLIDE COVER.									
5320 DALA	928DL 49715	DOUG MD88				JAMB	CORRODED C1 DOORWAY		2/11/98 DLM88980364
FUSELAGE DOOR SURROUND C1 DOOR, LOWER JAMB PAN, SPLICE REPAIR. THE LOWER JAMB PAN OF THE FWD CARGO DOOR OPENING WAS FOUND WITH EXTENSIVE CORROSION. THE CORRODED SECTION OF PAN WAS CUTOUT AND A NEW PIECE SPLICED IN PER THE GUIDLINES OF THE MD-88 SRM 53-05, FIG 44 AND AS DOCUMENTED IN ER/A 364000-14.									
2752 COMA	152CA 120152	EMB EMB120RT				ACTUATOR 3082001007	MALFUNCTION RT TE FLAP	6210	2/6/98 COMA9810041
FLAP CONTROL FAULT WARNING. REPLACED THE RIGHT HAND NACELLE FLAP ACTUATOR.									

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3010 SWIA	213SW 120277	EMB EMB120ER	PWA PW118A			DE-ICE BOOTS	FAILED LT/RT STAB		2/9/98 SWIA971081
LEFT AND RIGHT INBOARD STABILIZER DE-ICE BOOTS AND INBOARD LEFT AND RIGHT WING DE-ICE BOOTS FAIL AFTER ABOUT 10 SECONDS OR LESS IN BOTH TIMERS AND LIGHT AND HEAVY CYCLE. RETURNED TO LAX. INSTALLED SERVICEABLE EJECTOR VALVE IAW MM 30-10-00. RAN SYSTEM AND OPS CHECKS GOOD.									
3060 SWIA	226SW 120296	EMB EMB120ER	PWA PW118A			PROP DE-ICE	FAILED LT ENGINE		2/9/98 SWIA971082
AFTER TAKEOFF, THE LEFT INLET FAILED. RETURNED TO LAX. ON APPROACH LEFT PROPELLER DE-ICE FAILED ON TIMER 1 AND NORMAL. OPERATED LEFT PROPELLER AND DE-ICE FOR 20 MIN AND ALL CHECKS GOOD.									
3230 COMA	241CA 120211	EMB EMB120RT				CONNECTOR MS34762106P	LOOSE RT MLG		2/10/98 COMA9810043
LANDING GEAR CONTROL COULD NOT BE SELECTED UP. GROUND SAFETY LOCK ENGAGED. SECURED LOOSE QUICK DISCONNECT COUPLING AT RIGHT HAND MLG WEIGHT ON WHEELS PROXIMITY SENSOR WIRING HARNESS.									
3350 COMA	259CA 120252	EMB EMB120RT				BATTERY D36604001	DISCHARGED CABIN	20216 85	2/10/98 COMA9810044
EMERGENCY EXIT LIGHTS AT ROW 5 ARE INOP. REPLACED THE NR 2 EMERGENCY BATTERY PACK.									
5270 COMA	463CA 120267	EMB EMB120RT				SWITCH MS230851	OUT OF ADJUST CARGO DOOR		2/11/98 COMA9810042
CARGO DOOR WARNING AFTER TAKE OFF. ADJUSTED CARGO DOOR AFT MICROSWITCH.									
7321 COMA	137H 120137	EMB EMB120RT	PWA PW118			ECU	MALFUNCTIONED RT ENGINE		2/10/98 COMA9810045
THE RIGHT PROPELLER RPM FLUCTUATED BETWEEN 100 AND 102.5 PERCENT AFTER TAKEOFF. DEFERRED THE RIGHT ENGINE ELECTRONIC CONTROL SYSTEM. AIRCRAFT RETURNED TO SERVICE.									
2840 AALA	1441A 11436	FOKKER F28MK0100			SMITHSIND	TOTALIZER 016KIP02022	DEFECTIVE COCKPIT		12/26/97 AALA972511
LGA - FLT 0963 - EN ROUTE LGA/BNA, CREW NOTED FUEL VAPORS COMING FROM LEFT AND RIGHT WINGS. AIR INTERRUPTED BACK TO LGA AND LANDED WITHOUT INCIDENT. REPLACED COMBINED PROCESSOR TOTALIZER. PERFORMED OPERATIONAL CHECK OF AUTOFEED SYSTEM PER MM. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3230 AALA	1429G 11414	FOKKER F28MK0100				FILTER JETA1875100H	DEFECTIVE NLG		11/26/97 AALA972251
DFW - FLT 1674 - AFTER TAKEOFF DFW, NOSE GEAR DID NOT RETRACT COMPLETELY. RECEIVED NOSE LANDING GEAR UNSAFE MESSAGE ON MFDU. LOWERED GEAR AND RECEIVED NORMAL INDICATION OF DOWN AND LOCKED. AIR INTERRUPTED AND LANDED DFW WITHOUT INCIDENT. AIRCRAFT LANDED OVERWEIGHT. REPLACED NLG DOOR SELECTOR VALVE RESTRICTOR FILTER. PERFORMED GEAR SWING AND OVERWEIGHT LANDING INSPECTION. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3230 AALA	1448A 11457	FOKKER F28MK0100			ELDEC	PSEU 858202	MALFUNCTIONED E/E BAY		1/10/98 AALA980048
ORD - FLT 1066 - AFTER TAKEOFF MSP WHEN GEAR UP SELECTED, THE LANDING GEAR HANDLE WOULD NOT MOVE TO THE UP POSITION. AIRCRAFT CONTINUED TO ORD WITH THE LANDING GEAR DOWN AND LOCKED AND LANDED ORD WITHOUT INCIDENT. AIRCRAFT WAS JACKED, LANDING GEAR CYCLED SEVERAL TIMES, AND THE LANDING GEAR HANDLE OPERATED NORMALLY. MAINTENANCE UNABLE TO DUPLICATE. AS A PRECAUTION, MAINTENANCE REPLACED PSEU AND THE SYSTEM TESTED NO FAULTS. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3260 AALA	1419D 11402	FOKKER F28MK0100				BULB	LOOSE COCKPIT		1/1/98 AALA980004
ORD - FLT 0653 - AFTER TAKEOFF SWF WHEN LANDING GEAR RETRACTED, LT MAIN LANDING GEAR GREEN LIGHT ILLUMINATED. RE-CYCLED GEAR AND GREEN LIGHT EXTINGUISHED AND NO OTHER INDICATIONS ON MFDU OF UNSAFE GEAR CONDITION. CREW CONTACTED TULSA TECH AND THEIR RECOMMENDATION WAS TO USE ALTERNATE GEAR EXTENSION PROCEDURES BEFORE LANDING ORD. ACCOMPLISHED ALTERNATE GEAR EXTENSION PROCEDURE AND AIRCRAFT LANDED ORD WITHOUT INCIDENT. MAINTENANCE FOUND TWO LOOSE BULBS LAYING BEHIND LEFT GEAR LIGHT CAPSULE SHORTING CENTER CONTACT TO GROUND CAUSING GREEN LIGHT TO ILLUMINATE. REMOVED BULBS AND REPLACED WITH SERVICEABLE BULBS. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3260 AALA	1423A 11406	FOKKER F28MK0100				CONNECTOR	LOOSE INSTRUMENT PANEL		10/22/97 AALA971999
DFW - DURING APPROACH TO DFW WHEN LANDING GEAR EXTENDED, GREEN LANDING GEAR ANNUNCIATOR LIGHTS DID NOT ILLUMINATE. VISUALLY CONFIRMED ALL LANDING GEAR EXTENDED AND AIRCRAFT LANDED DFW WITHOUT INCIDENT. RESECURED CANNON PLUG AND LANDING GEAR LIGHT MODULE. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3310 QXEA	491US 11156	FOKKER F28MK4000			FOKKER	TRANSFORMER 16444	FAILED COCKPIT		2/6/98 QXEA9800062
SEA - ELECTRICAL SMOKE FROM LOWER LEFT CAPTAIN'S INSTRUMENT PANEL. MAINTENANCE INSPECTED AND FOUND VARIABLE POWER TRANSFORMER IN CAPTAINS LEFT SIDE PANEL MELTED. REMOVED TRANSFORMER AND CAPPED WIRES. MAIN INSTRUMENT LIGHTING LT CIRCUIT BREAKER PULLED AND COLLARED. DEFERRED INSTRUMENT FLOOD LIGHTS PER MEL 33-1. AIRCRAFT RETURNED TO SERVICE.									
3350 AALA	1400H 11340	FOKKER F28MK0100				BATTERY P4010049	MISINSTALLED CABIN		11/27/97 AALA972255
TUL - DURING OVERNIGHT MAINTENANCE, DISCOVERED FORWARD EMERGENCY EXIT FLOOR PATH LIGHTS INOPERATIVE. RE-INSTALLED FORWARD EMERGENCY EXIT FLOOR PATH LIGHT BATTERY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	1416A 11395	FOKKER F28MK0100				WIRE	LOOSE FWD LAVATORY		1/13/98 AALA980100
DFW - DURING OVERNIGHT CHECK, FIRST CLASS LAVATORY EMERGENCY EXIT LIGHT WOULD NOT ILLUMINATE. RE-SECURED LOOSE WIRE AT FIRST CLASS LAVATORY EMERGENCY EXIT LIGHT BASE ASSEMBLY. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	1417D 11396	FOKKER F28MK0100				LIGHT 4502343	DEFECTIVE RT WING		12/22/97 AALA972501
ORD - DURING OVERNIGHT CHECK, FOUND RIGHT WING LOWER FAIRING EMERGENCY LIGHT INOPERATIVE. REPLACED RIGHT WING LOWER FAIRING EMERGENCY LIGHT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	1448A 11457	FOKKER F28MK0100				LIGHT P2010030303	BROKEN R1 DOOR		11/28/97 AALA972263
DFW - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT LIGHT MARKER AT R1 DOOR BROKEN. REPLACED EMERGENCY EXIT LIGHT MARKER AT R1 DOOR. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 AALA	1467A 11499	FOKKER F28MK0100				LIGHT	MISWIRED CABIN		12/25/97 AALA972509
DFW - DURING OVERNIGHT CHECK, DISCOVERED EMERGENCY EXIT FLOOR PATH EXIT SIGN BY FIRST CLASS GALLEY HAS INOPERATIVE LIGHT. REPLACED EMERGENCY EXIT LIGHT STRIP. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 USAA	868US 11313	FOKKER F28MK1000				POWER SUPPLY 6040681	INOPERATIVE CABIN		1/7/98 98ZZZM204
IND - THE AFT RIGHT WING FAIRING EXTERIOR EMERGENCY LIGHT WAS FOUND INOPERATIVE. MAINTENANCE REPLACED THE CORRESPONDING POWER SUPPLY AND BATTERY PACK. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 USAA	868US 11313	FOKKER F28MK1000				BATTERY PACK 6104789	DISCHARGED CABIN		1/7/98 USAAF98003
IND - THE AFT RIGHT WING FAIRING EXTERIOR EMERGENCY LIGHT WAS FOUND INOPERATIVE. MAINTENANCE REPLACED THE CORRESPONDING POWER SUPPLY AND BATTERY PACK. (M)									
3350 QXEA	493US 11161	FOKKER F28MK4000				BULB 1820	FAILED CABIN		2/11/98 QXEA9800065
BOI - EMERGENCY LIGHT ON RIGHT SIDE ROW 8 IS INOP. MAINTENANCE REPLACED BULB. OPERATIONAL CHECK GOOD. AIRCRAFT RETURNED TO SERVICE.									
3350 QXEA	481US 11230	FOKKER F28MK4000				LAMP 1820	FAILED CABIN		2/9/98 QXEA9800064
SEA - UPPER EMERGENCY LIGHT LEFT OF FORWARD SERVICE DOOR INOP. MAINTENANCE RELAMPED. AIRCRAFT RETURNED TO SERVICE.									
7320 USAA	899US 11399	FOKKER F28MK0100	RROYCE TAYMK65015			FLOW REGULATOR CASC509	FAILED NR 2 ENGINE		12/23/97 USAAF97103
CLT - FLT 668 - ON APPROACH TO CLT, AT 1000 FT AGL, CAPTAIN TRIED TO IDLE BACK ON THROTTLE FROM 80 PERCENT. NR 2 ENGINE WOULD NOT SET BACK AND HUNG AT 80 PERCENT. THERE WAS NO RESPONSE CUTTING BACK THE POWER. AFTER GO AROUND AND HAVING CONTINUED POWER PROBLEM, CAPTAIN SHUT DOWN NR 2 ENGINE. FLIGHT LANDED WITHOUT FURTHER INCIDENT. SINGLE ENGINE TIME, 10 MINUTES. MAINTENANCE REPLACED THE FUEL FLOW REGULATOR. (M)									
7532 JBXA	105ML 11475	FOKKER F28MK0100	RROYCE TAYMK65015			BLEED VALVE 32899023	CLOSED NR 2 ENGINE		1/11/98 JBXA980030
RDU - FLT 17 - IN CLIMB, PACKS PRESSURE CONTROLLER PACK FAULTED, COULD NOT RESET, RETURN TO RDU. PERFORMED BITE CHECK ON PRESSURE CONTROLLER FAULTED DUE TO NR 2 ENGINE BLEED VALVE CLOSED. (M)									
2420 EQGA	847LS DC847B	FRCHLD SA227DC				RELAY A703EB	INOPERATIVE RT ENGINE	15	1/18/98 98ZZZX743
DFW/ELD - FLT 1253 - WHILE IN CRUISE AT FL 170, CREW RECEIVED RT GEN FAIL LIGHT. QRH CONSULTED AND GENERATOR SWITCH - OFF - RESET - ON INSTRUCTIONS FOLLOWED. GEN CAME BACK ON-INE. APPROX 3 MINUTES LATER, RT GEN FAIL LIGHT AGAIN ILLUMINATED. QRH WAS FOLLOWED AND GENERATOR CAME ON-LINE. THREE MINUTES LATER, FAIL LIGHT ILLUMINATED AGAIN. CREW TURNED THE RT GENERATOR OFF AND CALLED FLIGHT CONTROL. AIRCRAFT DIVERTED INTO HOT AND LANDED WITH NO FURTHER ABNORMALITIES. MAINTENANCE INSPECTED ACFT AND DETERMINED FAULT TO BE CAUSED BY FAULTY GENERATOR CONTROL RELAY. MAINTENANCE REPLACED RELAY AND STARTER GENERATOR AS A PRECAUTION. ENGINE RUNS AND OPERATIONAL CHECKS SATISFACTORY. ACFT RETURNED TO SERVICE.									
2750 *****	843HS 496	GULSTM G1159A				VALVE 1159SCH2101	FAILED FLAP OVERRIDE	2379	1/21/98 98ZZZX730
DURING OPERATIONAL CHECKS FOLLOWING MAINTENANCE, THE FLAP MANUAL OVERRIDE LEVER COULD NOT BE MOVED. TROUBLESHOOTING REVEALED THAT THE FLAP 4-WAY, 3-POSITION, MANUAL OVERRIDE INPUT SHAFT WAS SEIZED. REPLACED THE VALVE WITH AN OVERHAULED ASSEMBLY. OPERATION OF THE REPLACEMENT VALVE WAS FOUND SATISFACTORY.									
3240 *****	1900W 1124	GULSTM GIV				BRAKE LINE 1159H40016079	CRACKED LT MLG	1430	2/2/98 98ZZZX731
LEFT MAIN LANDING GEAR BRAKE LINE CRACKED AT THE UPPER FITTING AT THE END OF THE PERMASWAGE CRIMP. THE LINE WAS CRACKED APPROXIMATELY ONE-HALF THE CIRCUMFERENCE. SUSPECT FROM VIBRATION. SUBMITTER STATED THE LINE NEEDS ADDITIONAL SECURING CLAMPS. CYCLES, 996.									
2823	1124F 281	ISRAEL 1124				VALVE AV16B1945D	MALFUNCTIONED FUEL SOV		1/26/98 7 98ZZZX697
THE FUEL SHUT-OFF VALVE BECAME SLOW TO OPERATE. CREW STATED IT WAS RELATED TO TEMPERATURE (VALVE IS INTERNAL IN LOWER FUSELAGE FUEL TANK). REASON IS UNKNOWN.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3425 VTZA	320UE 41043	JETAIR JETSTM4101				AHRS COMPUTER 7003360948	FAILED NR 1		1/14/98 VTZA98015
FLT 6236 - BWI-BOS - DURING CRUISE, EXPERIENCED A DISCREPANCY WITH THE NR 1 AHRS COMPUTER FAILING. AIRCRAFT DIVERTED TO IAD WHERE MAINTENANCE CONTROL AND MAINTENANCE WAS NOTIFIED. MAINTENANCE REMOVED AND REPLACED THE AHRS COMPUTER IAW MX PROCEDURES. ALL CHECKS WERE ACCOMPLISHED AS OUTLINED IN THE MM. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
2612 DALA	769DL 193H1218	LKHEED 10113853	PWA PW4077			FIRE LOOP	CONTAMINATED NR 2 ENGINE	61086	2/4/98 DLL17980309
NR 2 ENG SHUT DOWN DUE TO ENG FIRE INDICATION. BOTH FIRE BOTTLES FIRED. FOUND BAD CONNECTORS ON THE GEAR CASE B-FIRE LOOP AND ON A LOOP. CONTAMINATED CONNECTOR									
3350 DALA	790DL 193A1143	LKHEED 10113851				WIRE	BROKEN CABIN		2/9/98 DLL13980344
EMERGENCY LIGHT SOCKET WIRING BROKEN AT SEAR/ROW 11H. REPAIRED BROKEN WIRING. LIGHT OPERATIONAL CK NORMAL.									
3350 DALA	720DA 193C1136	LKHEED 10113851				LIGHT	BROKEN CABIN		2/10/98 DLL10980359
EMERGENCY LIGHT STRIP AT MID GALLEY CROSS-AISLE INOP. REPAIRED BROKEN WIRE AT SPLICE.									
3350 DALA	728DA 193C1173	LKHEED 10113851			5165741	POWER SUPPLY	FAILED CABIN		2/11/98 DLL10980369
EMERGENCY LIGHTS FAILED AT L2, R2, LWR GAL AND RT GAL LIFT.REPLACED EMERGENCY LIGHT PWR SUPPLY UNIT.									
7321 DALA	722DA 193C1147	LKHEED 10113851	RROYCE RB211524B4			FUEL CONTROL	FAILED NR 1 ENGINE	68992	2/11/98 DLL10980366
T/O PWR SET ENG 1 FAILED TO ACCELERATE PROPERLY N3 LESS THAN 80 PERCENT EPR WOULD NOT GO ABOVE 1.18 {OTHERS SET AT 1.428} AND N2WAS LOWER {APPROX 80} THAN OTHER ENGINES. REJECTED TAKEOFF AT 60 KTS. ENGINE ANTI-ICE WAS ON. REPLACED NR 1 ENG FUEL CONTROL AND FUEL PUMP PER MM AND TRIMMED ENG PER PFHB. OPS AND LK CK GOOD.									
6114 LR7A	289F 188C1110	LKHEED 188C		ALLSN A6441FN606		SEAL 6515407	WORN NR 3 PROP RESERV		7/25/97 LR7A9709R
NR 3 ENGINE PROPELLER OVERSPEED PROP PITCH LOCKED. SHUT DOWN NR 3 EN ROUTE WHEN RPM DECREASED TO 13,600. RE-SEALED NR 3 PROPELLER RESERVOIR, OPERATED AND LEAK CHECKED ON GROUND RUN. (X)									
2120 WWMA	338SB 340B338	SAAB 340B				AIR DISTRIBUTION	ODOR COCKPIT		2/15/98 WWMA9800027
CREW REPORTED A HOT SMELL OR BURNING INSULATION IN THE COCKPIT BUT NO SMOKE NOTED. MAINTENANCE REMOVED THE AVIONICS RACK DOOR AND PANELS, CIRCUIT BREAKER PANELS, ACP, BOTH EFIS SCREENS, HOT JUGS, GALLEY LIGHTS AND THE TAPE PLAYER. INSPECTED ALL AREAS, FOUND NO DAMAGE AND COULD DUPLICATE ANY ABNORMAL SMELL.									
2312 REXA	935MA 340A073	SAAB SF340A				CONNECTOR PBD50825	FAILED NR 2 COMM ANT		1/19/98 REXA98020
NR 2 COMM INOP. REMOVED AND REPLACED CO-AX CABLE CONNECTOR AT NR 2 COM ANTENNA. (M)									
2611 REXA	370PX 340B300	SAAB 340B				SMOKE DETECTOR 72111211000	FAILED E/E COMPT		1/20/98 REXA98022
AVIONICS SMOKE ILLUMINATED ON CWP DURING CLIMB-OUT, RETURNED TO PFN. REMOVED AND REPLAED AVIONICS SMOKE DETECTOR. OPS CHECK GOOD. (M)									
2612 REXA	326PX 340A054	SAAB SF340A				FIRE LOOP	DIRTY RT ENGINE		1/26/98 REXA98030
RIGHT FIRE DETECTION FAIL CWP ILLUMINATED IN FLIGHT. CLEANED CONNECTOR ENDS ON RIGHT ENGINE FIRE DETECTION SENSOR LOOP. OPS CHECK GOOD. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2613 MALA	424XJ 424	SAAB 340B				TEMP SWITCH 1734362450	FAILED RT RT NACELLE		2/9/98 MALA975969
DURING TAXI OUT, THE RIGHT TAIL PIPE HOT LIGHT ILLUMINATED. AIRCRAFT RETURNED TO BLOCK. MAINTENANCE MEGGED TEMP PROBES AND REPLACED THE LOWER INBOARD TEMP SWITCH IN THE RIGHT NACELLE. SYSTEM CHECKS GOOD.									
2910 REXA	110PX 340A023	SAAB SF340A				SWIVEL L38710SA	FAILED RT MLG		2/2/98 REXA98042
LOST HYDRAULIC PRESSURE IN MAIN RESERVOIR WITH A CWP WARNING. REMOVED AND REPLACED RIGHT MAIN GEAR HYD SWIVEL. PERFORMED GEAR SWING, CHECKS GOOD. (M)									
2910 REXA	922MA 340A077	SAAB SF340A				SWIVEL L38705A	FAILED RT MLG		1/26/98 REXA98029
AFTER TAKEOFF AIRCRAFT LOST HYDRAULIC PRESSURE, DECLARED EMERGENCY. REMOVED AND REPLACED MAIN GEAR DOWN LOCK SWIVEL, GEAR SWING CHECKS GOOD. (M)									
3060 REXA	108PX 340A012	SAAB SF340A				CIRCUIT BREAKER MS33205	FAILED RT PROP		1/25/98 REXA98032
RIGHT PROP DE-ICE WILL NOT COME ON WHEN SELECTED. REMOVED AND REPLACED PROP HEAT CONTROL CIRCUIT BREAKER. (M)									
3244 PNSA	675PA 206	SAAB 340B				TIRE	FLAT NR 1 MAIN		1/23/98 839 PNSA980105
NR 1 MAIN TIRE FLAT REPLACED WHEEL ASSY.									
3246 SIMA	373AE 340B373	SAAB 340B				WHEEL 50092371	BROKEN NR 1 WHEEL		1/27/98 SIMA980271
DFW - FLT 3816 - CREW REPORTED AFTER LANDING AND WHILE TAXIING, THE NR 1 AND NR 2 MAIN TIRES BLEW OUT. MAINTENANCE FOUND NR 1 WHEEL ASSY HAD APPROX ONE-THIRD OF INBOARD RIM FLANGE BROKEN OFF AND NR 2 TIRES INBOARD SIDE WALL DAMAGED. R/TD NR 1 AND NR 2 WHEEL ASSYS. PERFORMED VISUAL INSPECTION OF LEFT GEAR AND ASSENT AIRFRAME FOR DAMAGE, NO DISCREPANCIES NOTED. REPLACED NR 1 AND NR 2 BRAKE ASSY AS PRECAUTIONARY. PERFORMED GEAR RETRACTION CHECK AND RETURNED A/C TO SERVICE. (M)									
3260 WWMA	297AE 340B297	SAAB 340B				BULB 387	DEFECTIVE RT MLG		2/12/98 WWMA9800030
RIGHT MAIN LANDING GEAR INDICATOR DID NOT ILLUMINATE ON THE FIRST GEAR EXTENSION ATTEMPT. IT FUNCTIONED NORMALLY ON THE SECOND TRY. AT THE GATE, THE LIGHT WENT OUT. MAINTENANCE REPLACED THE RIGHT INDICATOR BULB, CLEANED THE DOWNLOCK SWITCH AND PERFORMED GEAR EXTENSION CHECKS.									
3320 WWMA	306AE 340B306	SAAB 340B				LAMP F8T5CW	INTERMITTENT LAVATORY		2/9/98 WWMA9800026
FLIGHT 3331 - DURING PREFLIGHT, THE LAVATORY SMOKE LIGHT WOULD ILLUMINATE WHEN THE LAV DOOR WAS CLOSED AND LOCKED. MAINTENANCE FOUND THE FLUORESCENT LIGHTS INTERMITTENT CAUSING THE LAV SMOKE LIGHT TO ILLUMINATE. REPLACED THE LAVATORY FLUORESCENT BULBS.									
3350 WWMA	280AE 340B280	SAAB 340B				LIGHT	ILLUMINATED COCKPIT		2/16/98 WWMA9800029
DURING TAXI, THE EMERGENCY CALL LIGHT CAME ON AND WOULD NOT GO OUT. AIRCRAFT RETURNED TO THE GATE, MAINTENANCE RESET THE PANEL AND PERFORMED OPERATIONAL CHECKS.									
3350 WWMA	335AE 340B335	SAAB 340B				BULB 1317	FAILED CABIN		2/15/98 WWMA9800028
DURING PREFLIGHT, THE EMERGENCY EXIT LIGHT AT ROW 11A WOULD NOT ILLUMINATE. REPLACED BULB.									
3350 MALA	102XJ 340A102	SAAB SF340A				BULB 1317	FAILED CABIN		2/10/98 MALA975970
DURING INSPECTION, AN OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED THE OVERHEAD EMERGENCY LIGHT. ALL CHECKS GOOD.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 MALA	110XJ 340A110	SAAB SF340A				BULB 1317	FAILED CABIN		2/10/98 MALA975967
DURING INSPECTION, EMERGENCY OVERHEAD LIGHTS INOP AT ROW 8 C/D AND 9A. MAINTENANCE RELAMPED BOTH OVERHEAD EMERGENCY LIGHTS. ALL CHECKS GOOD.									
3350 MALA	115XJ 340A115	SAAB SF340A				BULB 1317	FAILED CABIN		2/10/98 MALA975968
DURING INSPECTION 2A, OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED 2A'S OVERHEAD EMERGENCY LIGHT. OPS CHECK GOOD.									
3413 REXA	401BH 340A057	SAAB SF340A				VSI 066500012804	FAILED RT COCKPIT		1/22/98 REXA98024
RIGHT VSI INOP ON TAXI. REMOVED AND REPLACED FO'S VSI, STATIC LEAK TEST, CHECKS GOOD. (M)									
3425 REXA	326PX 340A054	SAAB SF340A				AHRS COMPUTER 6226190113	FAILED LEFT		1/29/98 REXA98037
RED FLAG ON R RMI OFF. FD FLAG ON. REMOVED AND REPLACED LEFT AHRS COMPUTER. OPS CHECK GOOD. (M)									
3425 REXA	407BH 340A078	SAAB SF340A				EFIS TUBE 6226342022	INOPERATIVE RIGHT		1/20/98 REXA98021
RIGHT EFIS INOP. REMOVED AND REPLACED UPPER EFIS TUBE F/O'S SIDE. OPS CHECK GOOD. (M)									
3610 REXA	347AM 340A039	SAAB SF340A				DUCT ASSY NH24668071	LOOSE LT ENGINE		1/26/98 REXA98033
LEFT ENGINE INTAKE MATT HAD FIRE. SHUT DOWN ENGINE AND FIRED THE BOTTLE. REMOVED AND REPLACED LEFT LOWER DUCT ASSY. OPS CHECKS GOOD. (M)									
3610 REXA	935MA 340A073	SAAB SF340A				SWITCH	DIRTY LT BLEED AIR		1/21/98 REXA98023
LEFT BLEED FAULT LIGHT CAME ON AND STAYED ON. CLEANED LOW AND HI BLEED VALVE, TEMP SWITCH, AND PRESS SWITCH CONNECTORS ON LEFT ENGINE. (M)									
6120 REXA	110PX 340A023	SAAB SF340A				PITCH TRIM	OUT OF POSITION COCKPIT		1/26/98 REXA98031
CONFIG LIGHT COMES ON WHEN POWER LEVERS ARE PUSHED UP. FOUND STANDBY PITCH TRIM OUT OF NORMAL RANGE CAUSING CONFIG LIGHT. MOVED TRIM TO NORMAL RANGE AND RESET TRIM. OK FOR SERVICE. (M)									
7200 REXA	346AM 340A032	SAAB SF340A	GE CT75A2			ENGINE	FAILED RIGHT		1/31/98 REXA98040
RIGHT ENGINE OIL PRESSURE 0 PSI, AND RIGHT ENGINE OIL PRESSURE LIGHT ON. REMOVED AND REPLACED RIGHT ENGINE. PERFORMED GROUND RUN, CHECKS GOOD. (M)									
7210 SI3R		SAAB SF340A	GE CT75A2		HAMSTD 6044T35P01	BEARING 7757602	CRACKED GC 49 GRBOX	13732	1/27/98 SI3R98001
DURING DISASSEMBLY OF GEARBOX, THE RIGHT FORWARD IDLER GEAR BEARING RACE WAS FOUND CRACKED. PN 775760-2, FIG 8 ITEM 85. HSS SO NR 75533SG. CUST: SKYWAYS A/L. (X)									
7210 REXA	406BH 340A074	SAAB SF340A	GE CT75A2			PROP GEAR BOX 77580010	FAILED LT ENGINE		1/25/98 REXA98035
CREW SHUT DOWN LEFT ENGINE, NO OIL PRESSURE. COULD NOT FEATHER LEFT PROP. REMOVED AND REPLACED LEFT PROP GEARBOX. (M)									
7321 REXA	401BH 340A057	SAAB SF340A	GE CT75A2			ECU 7086M60G11	SURGE RT ENGINE		1/27/98 REXA98034
RIGH ENGINE HAS A POWR SURGE OF 5 TO 8 PERCENT IN THE 40 PERCENT TORQUE RANGE WHILE PUSHING UP POWER. REMOVED AND REPLACED RIGHT ELECTRICAL CONTROL UNIT. GROUND RUN CHECKS GOOD. (M)									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

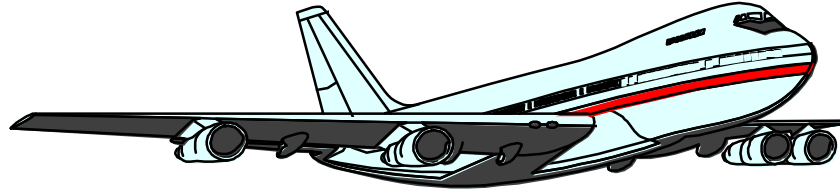
DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98    ISSUE: 98-08    ZAC-326

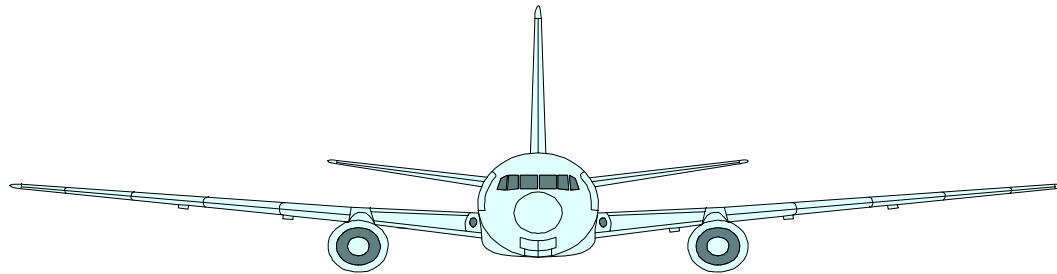
ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7600 REXA	403BH 340A060	SAAB SF340A				CONTROL QUADRANT 5308214	INOP COCKPIT		1/31/98 REXA98041
FI STOP LIGHT COMES ON IN FLIGHT, RESET ONCE, LIGHT CAME ON IN NEXT FLIGHT. GATE AIR RETURN. REMOVED AND REPLACED CONTROL QUADRANT. (M)									
7712 REXA	370PX 340B300	SAAB 340B				CTOT	MALFUNCTIONED LT ENGINE		1/24/98 REXA98036
LEFT CTOT WOULD NOT HOLD. CREW DID ANOTHER P-3 TST. OPS CHECK GOOD. TRIED ANOTHER T/O OPS CHECK GOOD. (M)									
3244 PNSA	650PA AC775B	SWRNGN SA227AC				TIRE	FLAT NR 3 MAIN	695	1/20/98 PNSA980102
AFTER SHUTDOWN IN KSM, IT WAS NOTED THAT NR 3 MAIN TIRE WAS FLAT. REPLACED WHEEL/TIRE ASSY.									
7412 PNSA	650PA AC775B	SWRNGN SA227AC	GARRTT TPE33111U			EXCITER BOX 30703782	INOPERATIVE LT ENGINE	7191	1/2/98 PNSA980104
LT ENGINE WOULD NOT START, REPLACED IGNITION EXCITER BOX. OPS CHECK OK.									

(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)

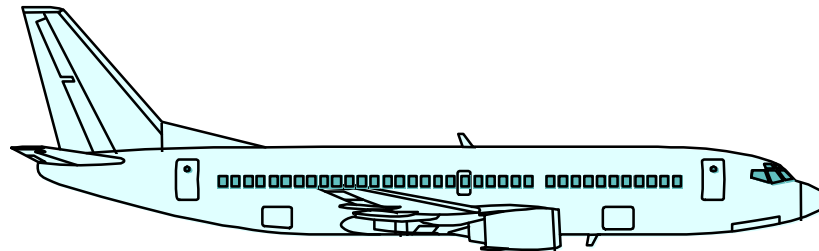




**INTERNATIONAL**



**SERVICE DIFFICULTY REPORT**



**INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY****2/15/98 - 2/21/98 ISSUE: 98-08 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5520					CONAIR 89T1002487	BRACKET	CRACKED ELEVATOR	8/26/92	CA920911106
(CAN) DURING INSPECTION, OUTBOARD FITTING ATTACH BRACKET ON ELEVATOR FOUND CRACKED IN RADIUS AREA BOTH TOP AND BOTTOM. A CRACK ABOUT 1 INCH LONG ALSO NOTED ON UPPER AND LOWER SPLICE PLATES.									
7200			GARRTT TPE33110U	ROTOL R333482F12	GARRTT	ENGINE	HUNG STARTS NR 2	5921 2	11/15/92 CA921218112
(CAN) AFTER THREE HUNG STARTS ON NR 2 ENGINE ALL AT 20 PERCENT AND RAPIDLY RISING EGT, THE START ATTEMPT WAS CANCELLED AND NR 2 ENGINE WAS REPLACED. PART TC: 7,817.									
7200			GARRTT TPE33110U	ROTOL R333482F12	GARRTT	ENGINE	FAILED NR 2	6430 1013	12/2/92 CA921218126
(CAN) EGT SPLIT. NR 1 ENGINE 580 DEGREES CELSIUS. NR 2 ENGINE 640 DEGREES CELSIUS. POWER LEVER NR 1 BEHIND NR 2 BY .50 INCH SPLIT. BOTH ENGINE TORQUES AT 82 PERCENT. NR 1 ENGINE FUEL FLOW 400 AND NR 2 ENGINE FUEL FLOW 420. NR 2 ENGINE REPLACED.									
7200			GARRTT TPE33110U	ROTOL R333482F12	GARRTT	ENGINE	FAILED NR 2	4979 1625	8/8/91 CA910827122
(CAN) DURING TAXI, NR 2 ENGINE OIL PRESSURE WARNING LIGHT ILLUMINATED INTERMITTENTLY. GAUGE SHOWED CORRESPONDING PRESSURE OF 60 PSI. ALSO, ANY TIME BETA WAS SELECTED, OIL PRESSURE WOULD DROP TO 50 PSI AND CAPACITY LIGHT WOULD ILLUMINATE. ENGINE WAS REPLACED.									
7250			LYC ALF502R5	ROTOL R2124304		NOZZLE ASSY	BROKEN 1ST STAGE	8688 389	12/14/92 CA921224124
(CAN) BORESCOPE INSPECTION CARRIED OUT IAW FORM ABM 118. REVEALED A HOLE IN THE FIRST STAGE NOZZLE. THE HOLE WAS IN THE FORWARD SUPPORT CURL. THE ENGINE WAS REPLACED. PART TC: 11,667.									
7250			LYC ALF502R5	ROTOL R2124304		NOZZLE	CRACKED 4TH STAGE	7425	11/29/92 CA921218133
(CAN) NR 2 ENGINE NR 4 NOZZLE FOUND CRACKED AXIALLY AT 8:30 O'CLOCK POSITION. CRACK IS APPROXIMATELY .250 INCH FROM LEADING EDGE OF INNER SHROUD AND IS APPROXIMATELY 1.25 INCHES LONG. PART TC: 10,033.									
7314			RROYCE DART5342	ROTOL R2124304		FUEL PUMP	SHEARED SHAFT NR 2 ENGINE	3838	11/11/92 CA921120304
(CAN) ON CLIMB-OUT, THE NR 2 PROPELLER AUTOFEATHERED AND THE ENGINE WOUND DOWN. ALL ENGINE PARAMETERS WERE NORMAL PRIOR TO THE FLAME OUT. INSPECTION REVEALED THE ENGINE DRIVEN FUEL PUMP HAD FAILED. THE SHAFT HAD SHEARED. THE FUEL PUMP AND FUEL CONTROL UNIT WERE CHANGED AND THE ENGINE WAS GROUND RUN SERVICEABLE.									
7314			PWA JT9*		PWA	FUEL PUMP	SHAFT SHEARED NR 3 ENGINE	9/19/92	CA921208510
(CAN) NR 3 ENGINE SHUT DOWN ON TAKEOFF AFTER LIFT OFF WITH LOUD BANG. ALL PARAMETERS NORMAL. TWO AIRSTARTS ATTEMPTED WITHOUT LIGHT UP. POWER PLANT SHOP FOUND FUEL PUMP MODULE SHAFT BROKEN. CHANGED NR 3 ENGINE, CHANGED FUEL PUMP MODULE.									
3230		AEROSP ATR42300	PWA PW120		MESSIER D226850401	SWING LEVER PIN	CRACKED RT/LT MLG	12/5/92	CA921210501
(CAN) DURING ROUTINE INSPECTION OF FLEET AIRCRAFT, IT WAS FOUND THAT THE RT/ LT MLG SWING LEVER PIN BUSHINGS WERE BROKEN AT THE FLANGE ON SOME AIRCRAFT. IN ORDER TO REPLACE THE BUSHINGS, THE PIN MUST BE REMOVED. DURING THIS PROCESS, LEVER PINS HAVE EITHER BEEN FOUND BROKEN OR CRACKED.									
3234		AEROSP ATR42300	PWA PW120		AUXILEC F96GA0102	SELECTOR	INOPERATIVE MLG	3316	1/15/92 CA920117576
(CAN) UNABLE TO SELECT GEAR UP AFTER TAKEOFF. MAINTENANCE ACTION INVOLVED CHANGING LANDING GEAR SELECTOR, NO FURTHER PROBLEMS. PART TC: 4,401.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7230		AEROSP ATR42*	PWA PW120		PWA	ENGINE	FAILED NR 4 BEARING	546	3/10/92 CA920414717
*****	(CAN) WHILE IN CRUISE, TORQUE WENT TO ZERO. PILOT RETARDED POWER LEVER TO IDLE BUT ITT INCREASED TO 1010 DEGREES CELSIUS. CONDITION LEVER RETARDED TO FEATHER, THEN ENGINE PARAMETERS RETURNED TO NORMAL. ENGINE WAS THEN SECURED. THIS ENGINE WAS REPAIRED AT PWC FOR NR 4 BEARING FRACTURE AT TSN 143 HOURS. ENGINE WILL BE SENT TO PWC FOR INVESTIGATION. PART TC: 734.								
7921		AEROSP ATR42300	PWA PW120			OIL COOLER 481141029	LEAKING NR 2 ENGINE		12/11/92 CA921231501
	(CAN) JUST AFTER TAKEOFF, THE CREW OBSERVED LOW OIL PRESSURE WARNING ON NR 2 ENGINE. THE ENGINE POWER WAS RETARDED TO IDLE AND THE WARNING LIGHT WENT OUT. THE AIRCRAFT LANDED. THE OIL COOLER, WHICH HAD RECENTLY BEEN OVERHAULED, WAS FOUND LEAKING.								
5210		AIRBUS A320212				BUSHING	FAULTY CABIN DOOR		12/30/97 AU971650
	(AUS) L1 AND R1 MAIN CABIN DOOR LOWER CONNECTION LINK BUSHES MIGRATED.FOUND DURING INSPECTION IAW ER A32-52-10-7C.								
5210		AIRBUS A320212				BUSHING	FAULTY CABIN DOOR		11/25/97 AU971651
	(AUS) L1, L2 AND R1 MAIN CABIN DOOR LOWER LINK BUSHES MIGRATED. FOUND DURING INSPECTION IAW ER A32-52-10-7C.								
5210		AIRBUS A320212				BUSHING	FAULTY CABIN DOOR		11/6/97 AU971649
	(AUS) MAIN CABIN DOOR R1, R2 AND L2 CONNECTING LINK LOWER BUSHES MIGRATED. FOUND DURING INSPECTION IAW ER A32-52-10-7B.								
5610		BAC 146300A	LYC ALF502R5			WINDSHIELD NF20216246ISS4	CRACKED 1ST OFFICER		9/19/97 AU971584
	(AUS) FIRST OFFICERS WINDSCREEN CRACKED IN SEVERAL PLACES. SUSPECT CRACK ORIGINATED FROM A LOCALISED HOT SPOT ALONG THE LOWER EDGE OF THE WINDSHIELD.								
5730		BAC 146300A	LYC ALF502R5			SKIN	CRACKED WING		12/31/97 AU971639
	(AUS) UPPER WING SURFACE SKIN CRACKED IN THREE PLACES. CRACKS EMANATING FROM THE CENTRE FUEL TANK OVERWING REFUEL CAP CUTOFF IN THE WINGPLANK SKIN.								
2520		BAG BAE146200A				SUPPORT C3101031105	BROKEN SEAT BACK		11/29/92 CA921218120
	(CAN) SEAT FOUND WITH BROKEN BACK REST SUPPORT SECTION EXTENSION. AIRCRAFT TT: 19,591 HOURS.								
2750		BAG BAE146200A	LYC ALF502R5			COMPUTER	MALFUNCTION FLAP CONTROL		11/10/92 CA921127113
	(CAN) SELECTED FLAP 33. FLAPS STOPPED AT 30, CODE FAULT 1 & 4.								
2760		BAG BAE146200A	LYC ALF502R5	ROTOL R2124304		AIR BRAKE D15850M0D01	MALFUNCTION DRAG CONTROL		9/20/92 CA921008107
	(CAN) UNCOMMANDED OPENING OF AIRBRAKES ON CLIMBOUT ABOUT 1/3 DEPLOYMENT FOR AIRBRAKE TO NORMAL.								
3230		BAG BAE146200A				SENSOR 806002	INTERMITTENT RT MLG		12/7/92 CA921218121
	(CAN) REQUIRED TO USE OVERRIDE TO RETRACT GEAR ON EXTENSION SPLR, ICE PROT LIGHT ON. MWS AND MAN SLR FAULT REPLACED. RT OLEO POSITION SYSTEM.								
5330		BAG BAE146200A				RIVETS	SHEARED BELLY		12/9/92 CA921218122
	(CAN) RIVETS SHEARED ON BELLY AROUND RADAR ALT ANTENNA. AIRCRAFT TT: 21,181 HOURS.								

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5740		BAG BAE146200A	LYC ALF502R	ROTOL R2124304		BOLT HLT912PN10	SHEARED LT WING		12/7/92 CA921229602
(CAN) BAE SB 57-33. A FUEL LEAK WAS FOUND AT THE BOLT POSITIONS ON THE REAR SPAR ATTACHMENT FITTING AT WING RIB 2 AND 2 BOLTS WERE FOUND SHEARED ON LT WING ROOT REAR SPAR JOINT ATTACHMENT AND 1 BOLT SHEARED ON RT WING ROOT SPAR JOINT ATTACHMENT. AIRCRAFT TT: 2,918.									
3060		BAG JETSTM3212		ROTOL R333482F12		SLIP RING	WORN PROP DE ICE	8168	7/5/92 CA921224125
(CAN) PROP SLIP RING WORN TO LIMITS. REMOVED UNIT EXHIBITED CRACKS IN THE INSULATING MATERIAL BETWEEN THE RINGS.									
3233		BEECH 100BEECH	PWA PT6A28		HARTMAN	RELAY MC815AS1	CHATTERING LDG GEAR		11/29/92 CA921231202
(CAN) WHEN GEAR SELECTED DOWN, GRINDING NOISE HEARD BEFORE GEAR STARTED TO MOVE. GEAR EXTENDED OK. LANDING GEAR MOTOR CONTROL RELAY CHATTERING SEVERELY WHEN ANY SELECTION MADE.									
3250		BEECH A100	PWA PT6A28			LINK 358250549	WORN STEERING	11038	12/17/92 CA921223402
(CAN) NOSE WHEEL STEERING INADEQUATE. NOSE STEERING LINK EXCESSIVELY WORN. THIS PROBLEM NOT READILY VISIBLE BECAUSE OF PRELOAD THAT BUNGEE PUTS ON THE ARM.									
2312		BEECH B200	PWA PT6A41			COMM	SPLASHOVER VHF COMM 1 & 2		12/8/92 CA921211202
(CAN) BOTH COMM ANTENNAS MOUNTED ON TOP OF AIRCRAFT, ABOUT 10 FEET APART. SIGNIFICANT SPLASHOVER OF COMMS FOUND WHEN COMMS ARE WITHIN 15 MHZ OF EACH OTHER. FOR EXAMPLE, WHEN CAPTAIN IS ONLY MONITORING 130.15 MHZ ON COMM 1 AND F/O IS TRANSMITTING TO ATC ON 118.4 MHZ ON COMM 2, CAPTAIN HEARS HIS RECEIVE AUDIO OF 130.15 OBLITERATED BY COPILOT'S TRANSMIT AUDIO. FAULT TEMPORARILY RESOLVED BY MOVING ONE COMM ANTENNA TO BELLY.									
3230		BEECH 200BEECH	PWA PT6A41			SWITCH BZ2RQ181A2	FAILED DOWN LIMIT	35	12/9/92 CA921222404
(CAN) WHILE ON APPROACH, GEAR SELECTED DOWN, BUT GEAR DID NOT EXTEND. GEAR HAND PUMPED DOWN AND LANDED OK. GEAR DOWN LIMIT SWITCH FOUND DEFECTIVE.									
3310		BEECH 200BEECH	PWA PT6A41			BALLAST	SHORTED LIGHTING		11/16/92 CA921209701
(CAN) FLIGHT CREW DECLARED EMERGENCY BECAUSE OF SMOKE IN THE COCKPIT. OVERHEAD DOOR LIGHTING BALLAST HAD SHORTED OUT.									
3230		BEECH 58	CONT IO520C			BUSSBAR	CORRODED LDG GEAR CB	7314	11/5/92 CA921120302
(CAN) LANDING GEAR DID NOT RETRACT. LDG GEAR MOTOR CIRCUIT BREAKER RESET AND GEAR RETRACTED. GEAR WOULD NOT EXTEND. CB RESET AND GEAR OK. INSP FOUND LOOSE BUSSBAR CONNECTION.									
2721		BEECH D95A				ROD END 45135038	BROKEN RUDDER TRIM		12/8/92 CA921215202
(CAN) SEVERE VIBRATION IN-FLIGHT. INSP FOUND BROKEN FORWARD ROD END ON RUDDER TRIM TAB PUSH/PULL ROD. SUBMITTER SUSPECTS CAUSED BY OVERTIGHTENING OF THE ATTACH BOLT AND NUT.									
3230		BEECH 99	PWA PT6A28	HARTZL		HOSE 1240016CR0164	RUPTURED ACTUATOR EXTEND		10/2/92 CA921015302
(CAN) ON APPROACH GEAR MOTOR RAN TOO LONG,CB POPPED,RH MLG NOT DOWN & LOCKED. GEAR EXTENDED BY HAND PUMP - OK. GEAR EXTEND LINE FOUND RUPTURED. DATE ON HOSE 1979. BEECH RECOMMEND TIME TO REPLACE AS ON CONDITION. SUBMITTER SUGGESTS EVERY 5 YEARS FOR REPLACEMENT.									

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7200		BEECH B99	PWA PT6A27	HARTZL	PWA	COMPRESSOR	DAMAGED LT ENGINE	33245 6949	9/3/90 CA900910303
(CAN) LT ENGINE SURGED DUE TO MOMENTARY POWER LOSS. AIRCRAFT LANDED. INSP REVEALED 1ST, 2ND AND 3RD STAGE COMPRESSOR DAMAGE. ENGINE SENT TO REPAIR AND OVERHAUL. PART TOTAL CYCLES, 10,170.									
7200		BOEING 727100	PWA JT8D7B			ENGINE	DAMAGE NR 2		12/17/92 CA921231206
(CAN) ON CLIMB OUT THROUGH FL 170, NR 2 ENGINE COMPRESSOR STALLED TWICE. THE THRUST LEVER WAS RETARDED TO IDLE AND PARAMETERS APPEARED NORMAL. THRUST WAS RESTORED AND THE AIRCRAFT CLIMBED TO FL 230. THE OIL FILTER BYPASS LIGHT ILLUMINATED, THRUST LEVER WAS RETARDED TO IDLE, BUT LIGHT REMAINED ILLUMINATED. THE ENGINE WAS SHUTDOWN. AFTER LANDING, MAINTENANCE FOUND CARBON IN THE OIL FILTER AND DAMAGE TO THE TURBINE.									
2751		BOEING 727233	PWA JT8D15			INDICATOR 651788518	STUCK RT FLAPS		9/18/92 CA921229705
(CAN) ASYMMETRY FLAPS WHEN LOWERING FROM 5 TO 15 DEGREES, RT NEEDLE STUCK AT 5 DEGREES.									
2751		BOEING 727233	PWA JT8D15			INDICATOR 10619263	FAILED FLAPS		9/18/92 CA921208513
(CAN) ASYMMETRY FLAPS WHEN LOWERING FROM 5 TO 15 DEGREES, RT NEEDLE STUCK AT 5 DEGREES.									
5754		BOEING 727233				BEARING	SEIZED SLAT		10/4/92 CA921021501
(CAN) FOUND NR S 1, 2, AND 3 SLATS DAMAGED, LEADING EDGE SKIN TORN AT SLAT STA 32650-32950, UPPER FWD BEARING MISSING.									
7314		BOEING 72790C	PWA JT8D7B			FUEL PUMP 378200	NO OUTPUT NR 1 ENGINE	1484	12/8/92 CA921217401
(CAN) NR 1 ENGINE FAILED ON TAKEOFF. FUEL DUMPED AND AIRCRAFT DIVERTED. NR 1 ENGINE WINDMILLED FOR 35 MIN WITH OIL PRESSURE AT 18-20 PSI CONTINUOUS. OIL TEMPERATURE AND QUANTITY NORMAL. MAINTENANCE DIAGNOSED THE ENGINE DRIVEN FUEL PUMP AS THE PROBLEM. THE FUEL PUMP WAS CHANGED. THE ENGINE GROUND RUN SERVICEABLE AND THE AIRCRAFT RETURNED TO SERVICE. STRIP REPORT SHOWED FUEL PUMP DRIVE SHEARED AND DRIVE GEARS TO HAVE STRIPPED SPLINES. THE GEAR TRAIN PLATE ASSY SHOWED THE BEARING CRACKED AND WORN. PART TC: 979.									
2510		BOEING 737376				SEAT 3A0900022012	FAULTY 1ST OFFICER		1/15/98 AU980055
(AUS) FIRST OFFICERS SEAT LOCKING SYSTEM FAULTY.									
2710		BOEING 737210C	PWA JT8D9			CABLE	WORN AILERON LT- RT	44408	10/26/92 CA921215206
(CAN) LT AND RT AILERON CONTROL CABLE WORN 50 PERCENT AT PULLEY LOCATION WING BL 234 AND BL 477. ONE STRAND OF EACH CABLE WORN.									
2751		BOEING 737296	PWA JT8D9			TRANSMITTER 1817392	INTERMITTENT FLAP		10/2/92 CA921008116
(CAN) AIRCRAFT RETURNED DUE TO FLAP ASYMMETRY LOCKOUT.									
2760		BOEING 737377				CABLE	FRAYED RT WS 230		1/22/98 AU980052
(AUS) FLIGHT SPOILER CABLES (30FF) LOCATED IN RH WING ADJACENT TO STN 230 CONTAINED BROKEN STRANDS. FOUND DURING INSPECTION IAW SPECIAL INSPECTION B737/3/97A.									
2761		BOEING 73733A			BOEING 65448517	HOUSING 654494710	FAILED LT INB SPOILER		1/12/98 AU980045
(AUS) LH INBOARD GROUND SPOILER INBOARD ACTUATOR PIVOT BEARING LUG BROKEN. CRACK ORIGINATES FROM CORROSION PITTING IN THE PIVOT BEARING BORE.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3234		BOEING 737217	PWA JT8D17			SENSOR	BENT GEAR HANDLE		3/10/92 CA920415105
(CAN) AFTER TAKEOFF, LANDING GEAR HANDLE WOULD NOT MOVE UP PAST THE OFF POSITION WHEN SELECTED UP.									
3240		BOEING 737376				PIPE 65C268093103	WORN LT INB BRAKE		1/20/98 AU980057
(AUS) LH INBOARD BRAKE PRESSURE LINE WORN THROUGH DUE TO CONTACT WITH THE DOWNLOCK BUNGEE SPRINGS WHEN THE LANDING GEAR WAS RETRACTED. LOSS OF SKYDROL HYDRAULIC FLUID.									
3246		BOEING 737275C	PWA JT8D9A			WHEEL 26015711	DESTROYED LT OUTER		10/5/92 CA921021206
(CAN) LT OUTER WHEEL FELL OFF ON TAKEOFF STRIKING NR 1 ENGINE NACELLE FORWARD OF THRUST REVERSER. AXLE THREADS AND BRAKE DAMAGES WHEEL AND BEARINGS DESTROYED.									
3251		BOEING 737275C	PWA JT8D9A			CABLE BACC13ACF877T166	WORN NLG STEERING		11/28/92 CA921231201
(CAN) NLG STEERING CABLE WORN 50 PERCENT THROUGH WHERE IT WRAPS AROUND THE STEERING COLLAR.									
5240		BOEING 737275C	PWA JT8D9			PIN HINGE 66145252	BROKEN FWD SERV DOOR		9/9/92 CA921008118
(CAN) FORWARD SERVICE DOOR UPPER HINGE POINT FOUND SHEARED.									
5311		BOEING 737210C	PWA JT8D9			FRAME	CRACKED BS 597	44408	10/26/92 CA921211214
(CAN) 2.5 INCH CRACK IN FUSELAGE FRAME BS 597 OUTBOARD FLANGE AT BS 597 RBL 70.85 WL 202. AIRCRAFT TT: 52,960.									
5311		BOEING 737210C	PWA JT8D9			FRAME	CRACKED BS 639	44408	10/26/92 CA921229706
(CAN) 0.5 INCH CRACK FOUND AT FUSELAGE FRAME ATTACH ANGLE AT BS 639 RBL 45 WL 202. AIRCRAFT TT: 52,960.									
5312		BOEING 737376				BULKHEAD 651630084	CRACKED FWD PRESSURE		1/14/98 AU980041
(AUS) FORWARD PRESSURE BULKHEAD CRACKED									
5313		BOEING 737210C	PWA JT8D9			STRINGER	CRACKED RT FUSELAGE	44408	10/26/92 CA921211211
(CAN) STRINGER 18 RBL 70.85 UPPER RIB CHORD RT SIDE FOUND CRACKED. AIRCRAFT TT: 52,960 HOURS.									
5315		BOEING 737210C	PWA JT8D9			FLOOR BEAM	CRACKED BS 480	44408	10/26/92 CA921211216
(CAN) 1.59 INCH CRACK IN FLOOR BEAM AT BS 480 RBL 10. AIRCRAFT TT: 52,960.									
5315		BOEING 737210C	PWA JT8D9			FLOOR BEAM	CRACKED BS 727B	44408	10/26/92 CA921211218
(CAN) FLOOR BEAM CRACKED AT STA 727B UPPER CHORD RADIUS AT RBL 26 AND ATTACH ANGLE TO LONGITUDINAL BEAM ALSO CRACKED. AIRCRAFT TT: 52,960.									
5315		BOEING 737210C	PWA JT8D9			FLOOR BEAM	CRACKED BS 250	44408	10/26/92 CA921211217
(CAN) 2 INCH CRACK IN FUSELAGE FLOOR BEAM RADIUS AT BS 520 RBL 25. AIRCRAFT TT: 52,960.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320		BOEING 737210C	PWA JT8D9			DOUBLER	CRACKED FWD GALLEY DOOR	44408	10/26/92 CA921211209
(CAN) 2 INCH CRACK IN FUSELAGE SKIN DOUBLER AT FORWARD GALLEY DOOR CUTOUT UPPER FORWARD CORNER. AIRCRAFT TT: 52,960 HOURS.									
5320		BOEING 737210C	PWA JT8D9			FRAME	CRACKED AFT CARGO DOOR		10/26/92 CA921211208
(CAN) AFT CARGO DOOR FORWARD FUSELAGE FRAME AT STA 787-807 BETWEEN STRINGERS 25R-26R CRACKED. AIRCRAFT TT: 52,960 HOURS.									
5320		BOEING 737210C	PWA JT8D9			FITTING	CRACKED BS 727	44408	10/26/92 CA921211213
(CAN) UPPER PORTION OF STIFFENER ATTACH FITTING AT STA 727 BL ZERO CRACKED IN 2 PLACES. AIRCRAFT TT: 52,960.									
5320		BOEING 737210C	PWA JT8D9			TIE CLIP	BROKEN BS 616-887	44408	10/26/92 CA921211215
(CAN) 21 TIE CLIPS FOUND BROKEN ON FUSELAGE FRAME STRINGERS BS 616 TO 887. AIRCRAFT TT: 52,960.									
5320		BOEING 737210C	PWA JT8D9			INTERCOSTAL	CRACKED BS 178	44408	10/26/92 CA921211212
(CAN) RT INTERCOSTAL AT BULKHEAD STN 178 AT STRINGER 20 FOUND CRACKED. AIRCRAFT TT: 52,960 HOURS.									
5320		BOEING 737210C	PWA JT8D9			FASTENER	SHEARED FUSELAGE FRAME	44408	10/26/92 CA921229707
(CAN) 5 FUSELAGE FRAME LOWER CHORD FASTENERS FOUND SHEARED BS 597 RBL 70.85 WL 202. AIRCRAFT T: 52,960.									
5330		BOEING 737210C	PWA JT8D9			SKIN	CRACKED BS 960	44408	10/26/92 CA921211210
(CAN) 2.5 INCH CRACK FOUND IN FUSELAGE SKIN AFT GALLEY DOOR LOWER FORWARD CORNER BS 960 AND WL 208. AIRCRAFT TT: 52,960 HOURS.									
5330		BOEING 737275C	PWA JT8D9			SKIN 6573746	CRACKED LT BS 747	33723	11/30/92 CA921218117
(CAN) FUSELAGE SKIN CRACKED APPROX. 1.250 INCHES LONG AT STA 747 AND STR 17 LT. AIRCRAFT TT: 42,550 HOURS.									
2432		BOEING 747*			SAFT 401767	CELL 63412	FAILED BATTERY		5/17/97 AU971629
(AUS) AIRCRAFT MAIN BATTERY CELL FAILED AND BATTERY OVERHEATED. BATTERY CHARGER PNO 2-792-02 DAMAGED. AIRCRAFT IS FOREIGN REGISTEREDN124KK.									
2720		BOEING 747133	PWA JT9D7		SUNDSTRANDAI 9640076003	CONTROL UNIT 9640076003	MALFUNCTION RUDDER LOWER		10/2/92 CA921208518
(CAN) AFTER TAKEOFF DURING FLAP RETRACTION, THE RUDDER RATIO LIGHT ILLUMINATED AT APPROX 210 KNOTS AND REMAINED ON. LOWER RUDDER RATIO UNIT CHANGED.									
3320		BOEING 747133	PWA JT9D7			SOCKET	BURNT CABIN		5/7/92 CA920706544
(CAN) STRONG ELECTRICAL SMELL IN CABIN. SOCKET BALLAST REPLACED.									
7250		BOEING 747312	PWA JT9D7R4G2			BLADE	FAILED NR 1 ENG 1ST STG		11/22/97 AU971601
(AUS) NO1 ENGINE FIRST STAGE TURBINE BLADE FAILED. APPROXIMATELY 50% OF THE BLADE WAS MISSING. SUSPECT STAGE ONE BLADES SUBJECTED TO HIGHER THAN NORMAL TEMPERATURES.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2130		BOEING 75728A				ACTUATOR 20224786	INTERMITTENT CABIN PRESS		9/5/92 CA920925503
(CAN) CABIN ALTITUDE INOP CAUTION - CABIN ALT AUTO 1 - CABIN ALT AUTO 2 ECIS DISAGREE FIRST ATTEMPT CONTROLLER REPLACED. AIRTEST UNSERVICEABLE. SECOND ATTEMPT ACTUATOR REPLACED. AIRTEST UNSERVICEABLE. BIT TEST SERV AIRTEST SERV SNAG INTERMITTENT. BOEING CONTACTED.									
2710		BOEING 767233	PWA JT9D7R4D			CONTROL ACTUATOR 215T110013	INTERMITTENT RT WING		11/19/92 CA921208530
(CAN) ON APPROACH WITH 5 DEGREES AND MORE, RT WING FELT USUALLY HEAVY AND AILERONS STIFF. CONSIDERABLE LT AILERON REQUIRED 28 DEGREES FLAPS.									
2710		BOEING 767233	PWA JT9D7R4D			ACTUATOR 285T0015111	INTERMITTENT LOCKOUT		11/16/92 CA921208531
(CAN) ON APPROACH, AUTOPILOT DISCONNECTED 5 DEGREES FLAP 170 KNOTS. AIRCRAFT FELT UNUSUALLY HEAVY ON CONTROLS AS SPEED DECAYED FOR LANDING AIRCRAFT BECAME INCREASINGLY RIGHT WING HEAVY; ALMOST FULL AILERON FOR 25 DEGREES FLAP.									
2910		BOEING 767375				O-RING	LEAKING LT HYD		9/21/92 CA921008119
(CAN) LT HYDRAULIC FLUID DECREASING WAS .47 AND DECREASING INTO LT HYDRAULIC SYSTEM. RUDDER POWER CONTROL UNIT LEAKING.									
7230		BOEING 7672B7	PWA JT9D7R4D		PWA	FAN BLADE	FRACTURED NR 1 ENGINE	26140	11/28/92 CA921130507
(CAN) CLIMBING THROUGH 14,000 FEET, NR 1 ENGINE HAD LOUD BANG FOLLOWED BY VIBRATION. NR 1 ENGINE WAS SHUTDOWN AND AIRCRAFT LANDED. INVESTIGATION REVEALED ONE FAN BLADE HAD SEPARATED FROM THE MIDSPAN SHROUD OUTWARD AND PERFORATED THE INLET COWL AT THE ONE O'CLOCK POSITION. PART TC: 8,962.									
2750		BRAERO HS7482A				FLAP MOTOR C9603	MALFUNCTION MOTOR BRAKE		11/22/92 CA921204402
(CAN) ON APPROACH, FLAPS WOULD NOT DEPLOY NORMALLY. EMERGENCY PROCEDURE USED. FLAP MOTOR BRAKE APPEARED NOT TO BE RELEASING.									
2910		BRAERO HS7482B				HOSE ASSY 24Q2395	RUPTURED RT HYD		11/26/92 CA921215209
(CAN) RT PRESSURE FEED HOSE FROM HYDRAULIC PUMP TO ACCESSORY GEARBOX PAN CONNECTION RUPTURED INSIDE OF FIRE SLEEVE. SYSTEM PRESSURE SLOWLY DROPPED. GEAR LOWERED AND LOCKED DOWN. PRESSURE DROPPED TO "O".									
5711		BRAERO HS7482A				SPAR WEB 3F11259	CRACKED WING		12/1/92 CA921214403
(CAN) FORWARD SPAR WEB LOWER AREA AND ATTACHED BOOM ANGLE, 2-3 INCH CRACK FOUND IN TOP EDGE OF SPAR WEB. BAE SUGGESTED BUILT-IN STRESS, OVERLOADING, OR STRESS CORROSION. PART TT: 38,464 HOURS.									
8520		CESSNA 152	LYC O235L2C		LYC	CONNECTING ROD	BROKEN NR 3 CYL	4484 1599	10/6/88 CA881222005
(CAN) CONNECTING ROD NR 3 FAILED DUE TO LACK OF OIL. INSPECTION FOUND THE EARS THAT HOLD THE BEARING IN PLACE HAD WORN OFF ALLOWING BEARING TO SHIFT, BLOCKING OIL PASSAGE TO NR 3 ROD. STRIP REPORT LISTS OTHER DAMAGE.									
3213		CESSNA 172N	LYC O320H1AD	MCAULY 1C160DTM	CESSNA	AXLE 054119810	BROKEN RT MLG	5932	11/14/92 CA921123501
(CAN) DURING TOUCH AND GO, AXLE BROKE AND WHEEL SEPARATED FROM LANDING GEAR SPRING. NO CORROSION FOUND. AIRCRAFT SKIDDED ON REMAINING GEAR SPRING. RT DOOR ALSO DAMAGED BY WHEEL ASSY.									
5510		CESSNA 172N	LYC O320H1AD		CESSNA	SPAR 053200198	CRACKED HORIZ STAB	4748	5/7/92 CA920528601
(CAN) CRACKED HORIZONTAL STABILIZER FRONT SPAR, CAUSED BY USING STABILIZER TO TURN AIRCRAFT ON GROUND.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE



## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7120		CESSNA 172M	LYC O320E2H			MOUNT	CRACKED ENGINE	6187	10/5/92 CA921021202
(CAN) ENGINE MOUNT CRACKED. THIS IS 4TH ENGINE MOUNT THIS OVERHAULER FOUND CRACKED.									
2820		CESSNA 182G	CONT O470R	MCAULY		FUEL LINE 070009916	CHAFED FIREWALL	3207	3/6/92 CA920326105
(CAN) FUEL LINE FOUND WORN DUE TO RUBBING OF ELEVATOR CONTROLS ON LT AND RT SIDES. LINES RUN FROM FIREWALL UNDER FLOOR TO FUEL SELECTOR.									
8520		CESSNA 182R	CONT O470U	MCAULY C2A34C204		CRANKCASE	CRACKED NR 5 CYL BASE	990	12/16/92 CA921229201
(CAN) OIL COOLER REMOVED TO CHANGE OIL COOLER GASKET. NR 5 CYLINDER WAS FOUND TO HAVE BROKEN HOLD-DOWN STUD AT THE 4 O'CLOCK POSITION. THE CYLINDER WAS REMOVED AND THE STUD AT THE TWO O'CLOCK POSITION WAS ALSO FOUND BROKEN. ALL STUDS WERE REPLACED. THE NR 5 CYLINDER MOUNTING FLANGE WAS DYE PENETRANT CHECKED AND FOUND CRACKED AT THE 5 O'CLOCK POSITION.									
3211		CESSNA A185E		MCAULY D2A34C58	CESSNA	BRACKET 071349561	CRACKED LDG GEAR LT		12/3/92 CA920319303
(CAN) WHILE TAXIING ON SNOW COVERED AND DRIFTED LAKE, WHEELS AND SKIS ON, LANDING GEAR BRACKET CRACKED. SERVICE DIFFICULTY ADVISORY 87-10R1 DATED 92-01-30 COVERS.									
8530		CESSNA 185E	CONT IO520D	MCAULY D2A34C209	CONT	CYLINDER HEAD G39272C9	BROKEN BOSS NR 3	1003 264	9/10/92 CA920917301
(CAN) PILOT REPORT ROUGH RUNNING ENGINE AND PARTIAL LOSS OF POWER. INSPECTION FOUND NR 3 CYLINDER ROCKER RETAINING CASTING FOR ROCKER SHAFT BROKE. PUSH ROD ALSO BENT. CYLINDER AND PUSH ROD REPLACED. ENGINE GROUND RUN SERVICEABLE.									
8530		CESSNA A185F	CONT IO520D		CONT	CYLINDER 639272D	CRACKED NR 3	1114	10/5/92 CA921021207
(CAN) DURING INSPECTION, NR 3 CYLINDER WAS FOUND CRACKED AT UPPER SPARK PLUG HOLE RADIATING TO INTAKE PORT.									
5753		CESSNA 208B			CESSNA 262500019	RIBS 26250095	CRACKED FLAPS	6928	11/16/92 CA921125304
(CAN) DURING INCORPORATION OF CAB 92-16, CRACKS WERE FOUND IN NOSE RIBS LOCATED AT STA 50.95 BOTH LEFT AND RIGHT. CRACKS LOCATED AT BOTTOM ANCHOR NUT AREA WHICH IS USED TO ATTACH BRACKET P/N 2625010-1 AND -2. (FLAP PUSH-PULL ROD) CRACKS CAN BE SEEN BY BORESCOPE AND BY DRILLING A SMALL HOLE IN SKIN ADJACENT TO RIB. SUSPECTED CAUSE IS IMPROPER RIGGING OF FLAP SYSTEM. RIB P/N 2625009-2 ALSO CRACKED.									
3250		CESSNA 401A			50420101	YOKE	CRACKED STEERING	5927	10/2/92 CA921106402
(CAN) STEERING YOKE FOUND CRACKED AT CENTRE HOLE BOSS RADII, BOTH SIDES									
3130		CESSNA 550	PWA JT15D4		SUNDSTRANDAI	FDR 9804100GXUN	FAILED FLIGHT DATA	275	7/6/92 CA920710401
(CAN) PREMATURE FAILURE OF FLIGHT DATA RECORDER CAUSED BY WATER LEAKING FROM AIR CONDITIONING UNIT. FDR DIRECTLY BELOW AIRCRAFT UNIT. PART TC: 275.									
7322		CESSNA 550	PWA JT15D4			FUEL CONTROL	MISADJUSTED ROD END		12/8/92 CA921222402
(CAN) NR 1 ENGINE FLAMED OUT AFTER THROTTLES WERE RAPIDLY RETARDED FROM 85 PERCENT N2 ON CONCLUSION OF SPEED BRAKE CHECK ON TAXI. LT THROTTLE MISADJUSTED. ROD END LENGTH TOO LONG, CAUSING FCU TO FALL BELOW 20 PERCENT INDEX (IDLE) AND FLOW DIVIDER TO PROCEED TOWARD CUT OFF POSITION. ROD END SHORTENED TO PREVENT RECURRENCE ON RAPID THROTTLE REDUCTION. ORIGINAL MISADJUSTMENT WAS SET BY CESSNA AT INSTALLATION.									
5522		CNDAIR CL2151A10			CNDAIR	ELEV FINLET	CRACKED RH & LH ELEVATOR		11/18/92 CA921130502
(CAN) RT ELEVATOR OUTBOARD FINLET SKIN UPPER AND LOWER PART CRACKED. ALSO, LT ELEVATOR FINLET INBOARD SKIN UPPER PART CRACKED.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5711		CNDAIR CL2151A10			CNDAIR	REAR SPAR CAP	CORRODED WS 41.5 TO 46.5		11/17/92 CA921123503
(CAN) CORROSION TO A DEPTH OF .016 INCH WAS FOUND ON THE REAR SPAR CAP OF THE RT WING.									
2621		CNDAIR CL6001A11			KIDDE 897869	GAUGE 282049	FAILED FIRE EXT	4026	11/27/92 CA921215606
(CAN) GAUGE OF FIRE EXTINGUISHER BOTTLE FAILED DURING TEST AT CASP. REMOVED AND OVERHAULED FACILITY. CASP HAS INDICATED THAT THIS PARTICULAR GAUGE P/N 282049 HAS A HIGH FAILURE RATE. AS THIS IS THE FIRST REPORT RECEIVED BY THIS HEADQUARTERS, THE GAUGE FAILURE RATE WILL BE MONITORED.									
5610		CVAC 340CVAC	ALLSN 501D13			WINDOW 34033103127P	CRACKED INNER PANE		12/3/92 CA921214402
(CAN) WINDOW CRACKED.									
2432		DHAV DHC2MK3	PWA PT6A27	HARTZL	MARATHON SP400	BATTERY SP400	OVER HEATED DC SYS		7/27/92 CA920814406
(CAN) BATTERY DISCOVERED FLAT IN MORNING AND BATTERY SWITCH WAS LEFT ON OVERNIGHT. BATTERY BOX LID WAS WARPED. ONE CELL SHORTED TO OUTSIDE CASING.									
2710		DHAV DHC2MK1				FORK AN161	SPLIT AILERON		11/15/92 CA921218100
(CAN) TURNBUCKLE FORK IN AILERON CONTROL SYSTEM REMOVED BECAUSE IT APPEARED CRACKED. THE FORK WAS MADE IN TWO PARTS NOT AS PER AN161. SECOND FORK OF THIS TYPE FOUND.									
5510		DHAV DHC2MK3	PWA PT6A20	HARTZL	DHAV C2TP1A	STAB SPAR C2TP57	CRACKED FRONT SPAR		3/10/92 CA920319401
(CAN) CF-91-42 CARRIED OUT. SPAR CRACKED BENEATH BOTH FRONT PICKUPS AT TOP HOLES. RT GUSSET PLATE C2TP-171 CRACKED.									
7200		DHAV DHC2MK1	PWA R985AN14B		PWA	ENGINE	LOST POWER POWER SECT		10/3/92 CA921013501
(CAN) ENGINE LOST POWER IMMEDIATELY AFTER TAKEOFF FROM A LAKE. EMERGENCY RETURN TO LAKE SURFACE. RT WING BENT. FLOAT ATTACHMENT DAMAGED. LT FLOAT DAMAGED BY RPOPELLER, ANOTHER SDR WILL FOLLOW AFTER SALVAGE.									
8530		DHAV DHC2MK1	PWA R985AN14B		PWA	STUD 0505905	BROKEN NR 5 CYLINDER	864	8/26/92 CA920831502
(CAN) ENGINE BEGAN RUNNING ROUGH & LOSING OIL IN FLIGHT.A PRECAUTIONARY LANDING WAS MADE. INSP FOUND 3 NR5 CYLINDER HOLD-DOWN STUDS WERE FOUND TO BE BROKEN.THE FRONT OF THE CYLINDER FLANGE HAD LIFTED SLIGHTLY FROM THE FRONT CASE CAUSING THE OIL LEAK									
2701		DHAV DHC3				CONTROL COLUMN C3CF3913	CRACKED LOWER AREA	17305	1/14/92 CA921125307
(CAN) ON COMPLIANCE WITH AD CF-82-34, SB 3/390, 800 HR INSPECTION OF LOWER CONTROL COLUMN CRACKS WERE FOUND AROUND THE AILERON CONTROL CHAIN EXIT HOLES.CONTROL COLUMN WAS REMOVED AND PAINT STRIPPED FOR THIS INSPECTION.									
2910		DHAV DHC3				HOSE 24857	BROKEN NOSE		11/19/92 CA921224107
(CAN) AFTER TAKEOFF, THE GEAR WAS SELECTED UP AN UNUSUAL SOUND WAS HEARD. THE SELECTOR HANDLE WAS HARD TO MOVE THEN WENT SOFT WITH LOSS OF HYDRAULIC FLUID.									
3243		DHAV DHC3				BRACKET C3FS14711	CRACKED FIREWALL		12/9/92 CA921209301
(CAN) DIFFICULTY ENCOUNTERED WHEN BLEEDING BRAKES. DISCOVERED MOUNT BRACKET CRACKED RESTRICTING ROD TRAVEL TO 50 PERCENT MOVEMENT.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5341		DHAV DHC3				TIE BAR C3FS145	CORRODED WING ATTACH	16541	12/11/92 CA921231503
(CAN) CORROSION FOUND INTERNALLY IN THE CHANNEL OF THE TIE BAR REF CF-82-26 SB 3/37. AIRCRAFT TT: 18,195 HOURS.									
3213		DHAV DHC6100	PWA PT6A20			BEARING	LOOSE LT STRUT		12/7/92 CA921218137
(CAN) ON LANDING, LOUD THUMP IN FUSELAGE FLOOR AREA ASSOCIATED WITH FLOAT FITTING NOISE. LT FRONT LOWER BEARING MOVING IN LUG ASSY.									
3220		DHAV DHC7102			MENASCO 16700	ACTUATOR 16700	CREEPING NLG		4/24/91 CA910725406
(CAN) NOSE GEAR UNLOCK LIGHT ON GEAR OFF SET 90 DEGREES LEFT FROM CENTER BUCKLES IN LT DOOR.									
5753		DHAV DHC7*	PWA PT6A50			SPIGOT 75750002004	CRACKED RT WING FLAP		5/7/92 CA920525203
(CAN) RT WING FOREFLAP TRACK SPIGOT CRACKED AT BUSHING.									
2330		DHAV DHC8102	PWA PW120A	HAMSTD	AVTECH 50891	CONTROL UNIT 50891	SHORTED PA SWITCH		3/6/92 CA920319601
(CAN) FLAME AND SMOKE EMITTED FROM FLIGHT ATTENDANT'S CONTROL PANEL WHILE IN USE. P.A. SWITCH SHORTED.									
2400		DHAV DHC8102	PWA PW120A			BUS BAR 82420017101	CORRODED ELECT DIST	11670	12/7/92 CA921218129
(CAN) BUS BAR OVERHEATED AND CORRODED AD CF-92-20 AND SB A8-24-44 COMPLIED WITH. PART TC: 16,629.									
2400		DHAV DHC8102	PWA PW120A			BUS BAR 82420017101	CORRODED ELECT DIST	11810	12/5/92 CA921218130
(CAN) BUS BAR OVERHEATED CF-92-20 AND SB A8-24-44 COMPLIED WITH. PART TC: 16,656.									
2400		DHAV DHC8102	PWA PW120A			BUS BAR 82420017101	OVERHEATED ELECT DIST	15887	10/26/92 CA921224120
(CAN) BUS BAR OVERHEATED DC FEEDER.									
2400		DHAV DHC8102	PWA PW120A	HAMSTD		WIRE 1104D222	CHAFED CIRCUIT BREAKER		1/29/92 CA920212429
(CAN) CB E3 OF LEFT MAIN DC BUS POPPED, COULD NOT RESET. AUTOPILOT DISENGAGED, LIGHT KEPT FLASHING, LEFT FD FAILED, ALT HOLD ALERT NOT LIGHTING, AND LEFT YD FAILED.									
2460		DHAV DHC8311	PWA PW123	HAMSTD		SENSOR 7826891	BURNT RT BUS		1/29/92 CA920225107
(CAN) RT SECONDARY BUS FAULT, RT TRU CIRCUIT BREAKER TRIPPED.									
2510		DHAV DHC8102	PWA PW120A			BRACKET 82520042107	BROKEN FA SEAT		11/26/92 CA921208401
(CAN) F.A. SEAT WOULD NOT RETRACT.									
2520		DHAV DHC8102	PWA PW120A			PSU 1141575	CORRODED ROW 2CD		12/9/92 CA921229603
(CAN) CREW REPORTED PSU AT ROW 2 CD CONSTANTLY CHIMED AND THE LIGHT WOULD NOT EXTINGUISH.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2530		DHAV DHC8102	PWA PW120A	HAMSTD		RELAY 2527D1	BURNT GALLEY		3/10/92 CA920428401
(CAN) RELAY FAILED IN CLOSED POSITION.									
2730		DHAV DHC8102	PWA PW120A			ACTUATOR 82760160005	MALFUNCTION MAN TRIM		11/15/92 CA921130506
(CAN) ON DESCENT, MANUAL TRIM INOPERATIVE. AUTOPILOT SELECTED, CORRECTIONS MADE, DEHAV AND HONEYWELL INFORMED.									
2810		DHAV DHC8102	PWA PW120A			RECEPTACLE 2670054M1	LEAKING FUEL SYS		11/28/92 CA921224114
(CAN) SINGLE POINT REFUELING RECEPTACLE LEAKING WHEN REFUELING.									
2910		DHAV DHC8102	PWA PW120A		DHAV	HYD LINE 82970410119	CRACKED BRAKE SYSTEM	5715	10/2/92 CA921023405
(CAN) FLIGHT CREW REPORTED LOSS OF BRAKE PRESSURE. MAINTENANCE FOUND THE HYDRAULIC LINE FROM THE ENGINE DRIVEN PUMP TO THE HYDRAULIC MANIFOLD WAS CRACKED RESULTING IN LOSS OF HYDRAULIC PRESSURE. FOUR OTHER AIRCRAFT IN A FLEET OF 22 AIRCRAFT HAVE HAD THE LINE REPLACED ALSO. PART TC: 6,329.									
2910		DHAV DHC8301	PWA PW123			SHUTTLE VALVE 50841	FAILED HYD SYS		12/4/92 CA921218134
(CAN) AFTER TAKEOFF, NR 1 HYDRAULIC QUANTITY DEPLETED ON LANDING TOPPED UP AFTER NEXT LANDING. NR 2 DEPLETED SHUTTLE VALVE UNSTUCK. SYSTEM TOPPED UP ON TAKEOFF. NR 1 SYSTEM DEPLETED FROM 2-3 TO 1.2 QUARTS.									
3230		DHAV DHC8101	PWA PW120A			UNLOCK ACTUATOR 10800113	FAILED RT MLG		11/18/92 CA921218104
(CAN) RT MLG DID NOT EXTEND. RED UNSAFE LIGHT ON.									
3230		DHAV DHC8102				UNLOCK ACTUATOR 108029	INTERMITTENT LT MLG		11/20/92 CA921211502
(CAN) ON LANDING, GEAR DOWN SELECTION NR 2 HYDRAULIC PUMP CAUTION LIGHT ON FOR 2 SECONDS, THEN THE MAIN GEAR REMAINED IN TRANSIT.									
3230		DHAV DHC8102	PWA PW120A			ACTUATOR UNLOCK 10800113	FAILED RT MLG		12/14/92 CA921222403
(CAN) AFTER TAKEOFF, GEAR SELECTED UP, RT GEAR RED LIGHT ON. ALT GEAR EXTENSION USED.									
3230		DHAV DHC8102	PWA PW120A			UNLOCK ACTUATOR 7799	INTERMITTENT LT MLG		11/27/92 CA921218111
(CAN) ON EXTENSION, THE LT MAIN GEAR STAYED UP WITH DOOR OPEN. ALT MEANS USED.									
3231		DHAV DHC8102	PWA PW120A			ROD END 83232036101	BROKEN NLG DOOR		12/2/92 CA921222405
(CAN) ROD END BROKE AT LAST THREAD ON LT NLG DOOR.									
3234		DHAV DHC8102	PWA PW120A			SELECTOR VALVE 10018310	INTERMITTENT MLG		11/17/92 CA921218105
(CAN) MAIN GEAR WOULD NOT RETRACT ON SELECTION AFTER TWO ATTEMPTS. GEAR CAME UP, GEAR EXTEND NORMAL									
3260		DHAV DHC8102	PWA PW120A			PSEU 841005	INTERMITTENT GEAR		10/2/92 CA921021113
(CAN) ON LANDING, WOW CAUTION LIGHT CAME ON AND SPOILERS DID NOT DEPLOY UNTIL AC DOWN TO 65 KTS. WHEN SPOILERS DEPLOYED, CAUTION LIGHT OUT.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3260		DHAV DHC8102	PWA PW120A			SENSOR	RIGGING LT MLG		12/11/92 CA921218135
(CAN) LT GEAR DOOR DID NOT CLOSE AND GEAR STAYED DOWN ON SELECTION. RT WENT UP, SENSOR ADJUSTED.									
3260		DHAV DHC8102	PWA PW120A			PROXIMITY SENSOR 864202	FAILED LT MLG POSITION		1/22/98 AU980049
(AUS) LH LANDING GEAR OUTBOARD PROXIMITY SENSOR FAULTY.									
5280		DHAV DHC8311	PWA PW123			DOOR	DAMAGED LT MLG		12/3/92 CA921218131
(CAN) OIL COOLER DOOR DAMAGED LH MLG DOOR ON GEAR EXTENSION CYCLE. PART TT: 13,214 HOURS.									
5610		DHAV DHC8*	PWA PW120			WINDOW NP1579029	CRACKS PILOT/COPILOT DV		5/27/91 CA920710404
(CAN) PILOTS/COPILOTS DV WINDOW CRACKING AT BOLT HOLES. SB TO BE RELEASED. BLACK INSULATION TO BE REMOVED. NEW DRAINING SYSTEM - SEALING MOD.									
5610		DHAV DHC8102	PWA PW120A			WINDSCREEN 85C0043007	CRACKED LT		11/16/92 CA921224102
(CAN) PILOTS WINDSCREEN HAS MULTIPLE CRACKS. AIRCRAFT TT: 18,938 HOURS.									
5753		DHAV DHC8102	PWA PW120A			STRAP 85750179003	CRACKED NR5 LH FLAP		10/2/92 CA921013602
(CAN) OUTBOARD FAIL SAFE ON THE NR 5 LT FLAP TRACK CRACKED.									
6120		DHAV DHC8102	PWA PW120A	HAMSTD 14SF7		SWITCH 614253	BROKEN NR 1 PROP		11/17/92 CA921218106
(CAN) WHEN RETARDING POWER LEVERS, NR 1 GROUND RANGE LIGHT STARTED TO CYCLE AND PROP WOULD NOT MOVE TOWARD FEATHER.									
6120		DHAV DHC8301	PWA PW123	HAMSTD 14SF15		PROP	AUTOFEATHER RT ENGINE		11/29/91 CA901219201
(CAN) RT PROPELLER WENT INTO AUTOFEATHER AT 100 FEET ON CLIMB-OUT.									
6120		DHAV DHC8301	PWA PW123	HAMSTD 14SF15	DHAV 82445041305	HARNESS 10010F22	SHORTED NR 1 PROP		11/26/92 CA921204408
(CAN) WHILE TAXIING, NR 1 PROP SPEED REDUCED FROM 785 RPM/MINUTE GOVERNING SPEED TO 610 RPM. FAULT DETECTED BY MEGAR CANON PLUG 7611-P42 PIN 47 AT FIREWALL TO PLUG 7611-P13 PIN Y WING ROOT SHORT TO GROUND.									
7230		DHAV DHC8102	PWA PW120A	HAMSTD		BEARING 310454601	FRACTURED NR 2 ENG NR4 BRG	12819 6839	11/30/92 CA921208538
(CAN) IN CRUISE, THERE WERE THREE OR FOUR BANGS, THEN NR 2 ENGINE SHUTDOWN. SAFETY PROCEDURES WERE FOLLOWED AND THE AIRCRAFT LANDED. THE ENGINE WAS CHANGED. A REPORT WILL BE SENT WHEN POSSIBLE. P & W REPORTED THAT DISASSEMBLY REVEALED NR 4 BEARING WAS FRACTURED AT THE CAGE AND INNER RACE. THIS BEARING WAS THE ENGINES ORIGINAL. PART TC: 15,621.									
7312		DHAV DHC8102	PWA PW120A			HEATER 3039256	LEAKING NR 1 ENG		11/30/92 CA921218110
(CAN) FUEL HEATER NR 1 ENGINE LEAKING.									

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7320		DHAV DHC8102	PWA PW120A	HAMSTD	PWA	ENG CONTROL UNIT 7898423009	FAULTY NR 2 ENG		12/13/91 CA911230425
(CAN) HALF HOUR AFTER DEPARTURE, NR 2 ENGINE WENT TO MANUAL MODE. NR 2 ENGINE CONTROL UNIT (ECU) WAS CYCLED, BUT THE CONDITION DID NOT RECTIFY ITSELF. MAINTENANCE CREW REPLACED THE RT ECU AND THE ENGINE CHECKED SERVICEABLE.									
7421		DHAV DHC8102	PWA PW120			IGNITOR PLUG	FOULED NR 2 ENGINE	1319	11/10/92 CA921224106
(CAN) 3 UNSUCCESSFUL ENGINE STARTS ON NR 2 ENGINE BEFORE SUCCESSFUL START UP CARRIED OUT. MAINTENANCE FOUND BOTH IGNITER PLUGS FOULED. IGNITER PLUGS WERE REPLACED. PART TC: 1,800.									
7712		DHAV DHC8301	PWA PW123		PWA	TORQUE PROBE 311090801	FAILURE NR 2 ENG	3580	3/5/92 CA920525208
(CAN) ON TAKEOFF, NR 2 ENGINE AUTOFEATHERED AT 100 KTS GROUND SPEED. TAKEOFF ABORTED. PILOT NOTED EEC IN MANUAL MODE AND NR 2 ENGINE NOW OUT OF FEATHER AND AT FLIGHT IDLE. PILOT SELECTED NR 2 ENGINE CONDITION LEVER TO FEATHER AND TAXIED BACK TO RAMP. INSP REVEALED NR 2 ENGINE OVERTORQUE AT 109.5 PERCENT. AUTOFEATHER CONTROL BOX AND POWER LEVER ANGLE POTENTIOMETERS CHANGED. CONTROL BOX SUSPECT OF CAUSING UNCOMMANDED AUTOFEATHER. PRATT & WHITNEY REQUESTED TORQUE PROBE REMOVAL FOR EVALUATION. REPORT TO FOLLOW. PART TC: 4,386.									
7921		DHAV DHC8102	PWA PW120A			DOOR	BROKEN OIL COOLER		12/7/92 CA921218132
(CAN) OIL COOLER DOOR FOUND BROKEN AND HANGING ON ONE SIDE.									
7931		DHAV DHC8102	PWA PW120A		PWA	VALVE 310957701	STICKING OIL PRESSURE	6003	11/20/92 CA921130504
(CAN) ENGINE OIL CONSUMPTION WAS HIGH. INVESTIGATION REVEALED THE OIL PRESSURIZING VALVE WAS STICKING. THE VALVE WAS CHANGED AND THE OIL CONSUMPTION RETURNED TO NORMAL. THE AIRCRAFT WAS RETURNED TO SERVICE. PART TC: 7,285.									
2131		DOUG DC932	PWA JT8D7A			PRESS CONTROL 21011404	FAILED NR 2		11/10/92 CA921208535
(CAN) DURING CRUISE, PRESSURE WARNING LIGHT CAME ON AT 35,000 FEET. CABIN PRESSURE CLIMBED TO 10,500 FEET. ALTITUDE AND OXYGEN MASKS WERE MANUALLY DEPLOYED. THE PRESSURIZATION MALFUNCTION WAS CAUSED BY PRESSURE CONTROLLER NR 2 FAILURE. DEFECTIVE CONTROLLER CHANGED, LOW RANGE LEAK CHECK CARRIED OUT AND OXYGEN MASKS REPACKED AND STOWED.									
3444		DOUG DC932	PWA JT8D7A			RADIO ALTIMETER 20676315109	FAILED COCKPIT		9/5/92 CA921009504
(CAN) CREW OBSERVED SMOKE IN THE COCKPIT AND THE SMELL WAS THAT OF AN ELECTRICAL BURN. MAINTENANCE INVESTIGATION REVEALED NR 2 RADIO ALTIMETER TRANSCEIVER WAS AT FAULT. NR 2 RADIO ALT TRANSCEIVER WAS REPLACED.									
8012		DOUG DC932	PWA JT8D7A			START VALVE 383342H	FAILED RT ENGINE	57077	3/5/92 CA920513522
(CAN) DURING CLIMB, RIGHT ENGINE START VALVE OPENED, LIGHT CAME ON, ENGINE SHUT DOWN. MAINTENANCE ACTION REQUIRED START VALVE AND STARTER REPLACEMENT. PART TC: 52,859.									
2710		EMB EMB120	PWA PW118A			CABLE 12027655007	FRAYED AILERON CONTROL		1/1/98 AU980026
(AUS) LH UPPER AILERON CABLE FRAYED IN AREA WHERE THE CABLE PASSES THROUGH THE INBOARD ENGINE NACELLE									
2752		EMB EMB120	PWA PW118A			ACTUATOR 3203001005	FAULTY TE FLAP ACTUATOR		1/8/98 AU980025
(AUS) LH INBOARD FLAP ACTUATOR FAULTY									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
6122		EMB EMB120	PWA PW118	HAMSTD 14RF9	HAMSTD	TRANSFER TUBE 78249012	WORN PROP CONTRL UNIT	3847	3/6/92 CA920316701
*****	(CAN) ON CLIMB-OUT, AN UNCOMMANDED TORQUE INCREASE AND NP DECREASE WAS EXPERIENCED. ENGINE WAS SECURED AS THE TORQUE REACHED 110 PERCENT. INSP REVEALED PROPELLER TRANSFER TUBE COULD ONLY BE ROTATED COUNTERCLOCKWISE TOWARDS FEATHER, APPARENTLY DISENGAGED FROM PCU. THE PCU WAS REMOVED AND INSP REVEALED THE BALL SCREW FEMALE SPLINES WERE WORN APPROXIMATELY ONE-THIRD OF THE CIRCUMFERENCE. PCU (PROP CONTROL UNIT) WAS REPLACED AND ACFT RETURNED TO SERVICE. HAMILTON STANDARD FLIGHT TESTING ANALYSIS SHOWED NO ANOMOLIES.								
7210		EMB EMB120	PWA PW118A	HAMSTD 14RF9	PWA	TOWER SHAFT	FRACTURED ACCESSORY GEARBX	5679	3/10/92 CA920414716
	(CAN) DURING DESCENT, NR 1 ENGINE APPEARED TO HAVE FLAMED OUT. THE CREW SECURED THE ENGINE AND THE AIRCRAFT LANDED. GROUND INSPECTION REVEALED THE TOWER SHAFT HAD FRACTURED. PART TC: 6,119.								
3232		FOKKER F28MK1000				ACTUATOR 125001D	CRACKED NLG DOOR	32040	12/5/92 CA921211201
	(CAN) ON TAKEOFF, NOSE GEAR INDICATED RED, IN TRANSIT LIGHT REMAINED ON. UTILITY HYDRAULIC SYSTEM PUMP LOW PRESSURE LIGHT AND MASTER CAUTION LIGHTS ILLUMINATED. GEAR WAS EXTENDED AND MAIN GEAR DOORS RETRACTED USING ALTERNATE EXTENSION PROCEDURES. MAINTENANCE INVESTIGATION FOUND NOSE GEAR DOOR ACTUATOR CYLINDER CRACKED 9 CM ALONG CASTING. ACTUATOR WAS REPLACED AND SYSTEM FUNCTIONALLY CHECKED.								
2140		FRCHLD F27F			JANITROL C49C65	CLAMP F07C05	DETACHED HEATER AIR INLET		11/11/92 CA921211501
	(CAN) HEATER AIR INLET CLAMP CAME OFF IN CLIMB CAUSING PRESSURIZATION DIFFICULTY.								
2731		FRCHLD SA227DC	GARRTT TPE33112UA	MCAULY 4HFR34C652		ACTUATOR 2719008001	FAULTY ELEVATOR TAB CON	845	1/27/98 AU980048
	(AUS) PITCH TRIM ACTUATOR FAULTY.								
3213		FRCHLD SA227CC	GARRTT TPE33111U	MCAULY 4HFR34C652		TORQUE LINK 2751544001	CRACKED RT LT MLG		1/27/98 AU980053
	(AUS) LH AND RH MAIN LANDING GEAR UPPER TORQUE LINKS CRACKED IN AREA OF THE CENTRE PIVOT LUGS.								
5510		GRUMAV G21A	PWA		GRUMAV	STRUT 12560	CRACKED HORIZ STAB STRUT		8/26/92 CA920911104
	(CAN) WHILE DOING AD 53-21-02, A CRACK ABOUT 1 INCH LONG WAS LOCATED AT THE TOP END OF STRUT P/N 12560 AND EXTENDING TO ONE OF THE FASTENERS ATTACHING P/N 12561-4 TO STRUT.								
2610		GULSTM G159	RROYCE DART5298X	ROTOL R1844304		ELEMENT D4176N	SHORTED FIRE DETECTOR		11/18/92 CA921215208
	(CAN) ON CLIMB, LH FIRE INDICATION FLICKERED INTERMITTENTLY. AIRCRAFT RETURNED TO LAND & SYSTEM CHECKED OK. ON NEXT FLIGHT ON DESCENT LH FIRE DETECTOR CAME ON STEADY. SHORT FOUND IN FIRE DETECT SENSING LINE.								
2842		GULSTM GA7	LYC O320D1B			FLOAT 7SCF0171	DISINTEGRATED FUEL TRANSMITTER	2400	12/18/92 CA921231502
	(CAN) FUEL QUANTITY SYSTEM SNAGGED. FLOAT HAD DETERIORATED BY MORE THAN 40 PERCENT.								
3233		ISRAEL 1125				PIN 25W316975003	BROKEN RT MLG ACTUATOR		1/20/98 AU980033
	(AUS) RH MAIN LANDING GEAR ACTUATOR UPPER ATTACHMENT PIN FAILED AT SPLIT PIN HOLE ON THE DOOR ROD PIVOT SPIGOT. AREA OF FAILURE APPEARS TO HAVE BEEN CRACKED FOR SOME TIME WITH EVIDENCE OF CORROSION.								

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE

## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3233		ISRAEL 1125				ACTUATOR D25W2520055	LEAKING RT MLG		1/15/98 AU980032
(AUS) RH MAIN LANDING GEAR ACTUATOR LEAKING FROM VENT HOLES. SUSPECT INTERNAL SEAL FAILURE.									
7200		LKHEED 1011385114	RROYCE RB21122B02		RROYCE	BEARING SEAL	FAILED NR 2 ENG	35359	11/28/92 CA921203501
(CAN) NR 2 ENGINE SHUTDOWN IN-FLIGHT DUE TO RAPID LOSS OF OIL, 5 QUARTS. INVESTIGATION FOUND ENGINE BEARING SEAL FAILURE. PART TC: 13,009.									
3240		NAMER HARVARDMK4				CABLE 14334772	FAILED RT BRAKE		12/9/92 CA921217402
(CAN) RT BRAKE CABLE FAILED WHILE SETTING PARKING BRAKE. FAILURE AREA DIFFICULT TO INSPECT WITHOUT DISCONNECTING CABLE AND/OR REMOVING PULLEY. NUMEROUS BROKEN STRANDS ON CABLE.									
8520		PARTEN P68C	LYC IO360A1B6		LYC	CAMSHAFT LW18840	WORN NR3&4 CYL EXH	1497	11/20/92 CA921204401
(CAN) METAL CONTAMINATION FOUND IN OIL FILTER.ENGINE REMOVED & SENT TO R&O. FURTHER INSPECTION REVEALED THE CAM LOBES & TAPPETS OPERATING THE NR3 & 4 CYLINDER EXHAUST VALVES WERE WORN.									
2434		PIPER PA31350			ELECTROSYS ALU8421R	BRUSH	BROKEN ALTERNATOR	711	11/11/92 CA921127602
(CAN) ALTERNATOR TRIPPED OFF LINE. BRUSH FOUND BROKEN IN LT ALTERNATOR.									
7412		PIPER PA31	LYC TIO540A2C			VIBRATOR 10176487242A	SHORTED START SYSTEM		12/9/92 CA921218124
(CAN) AIRCRAFT DIFFICULT TO START. INSP REVEALED THAT OUTPUT LEAD FROM VIBRATOR WAS NOT SHIELDED AND INTERNAL POINTS WERE BADLY PITTED. SHOWER OF SPARKS FROM VIBRATOR ARCED ACROSS TO LT BRAKE LINE AND BURNED A HOLE THROUGH THE LINE.									
8520		PIPER PA31310	LYC TIO540A1B		LYC	CRANKCASE LW12030	CRACKED NR 1 CYLINDER	946	3/10/92 CA920421302
(CAN) ON LANDING, EXCESSIVE OIL WAS OBSERVED LEAKING FROM NR 2 ENGINE. INVESTIGATION FOUND SOURCE OF OIL LEAK TO BE CRANKCASE CRACKED AT BASE OF NR 1 CYLINDER. SUBMITTER SUGGESTED POSSIBLE CAUSE WAS INSUFFICIENT CYLINDER TORQUE ON OVERHAUL.									
8530		PIPER PA31350	LYC LTIO540J2BD			CYLINDER LW129667	CRACKED NR 5	1421	11/30/92 CA921215211
(CAN) NR 5 CYLINDER WAS FOUND CRACKED FROM THE EXHAUST STUD AND EXTENDING DOWN THROUGH THE COOLING FINS TO THE INTAKE. THE CRACK IS NORMALLY WHERE THESE CYLINDERS CRACK, BUT THIS CYLINDER HAD BEEN MODIFIED BY A PROCEDURE THAT IS SUPPOSED TO ELIMINATE THIS PROBLEM.									
8530		PIPER PA31350	LYC LTIO540J2BD		LW129667	PISTON PIN LW13444	WORN NR 5 CYLINDER	1421	11/30/92 CA921215210
(CAN) NR 5 CYLINDER WAS REMOVED BECAUSE OF A CRACK AND THE PISTON PIN PLUG WAS FOUND WORN EXCESSIVELY.									
8530		PIPER PA31350	LYC TIO540J2BD		LW12967	PIN PLUG LW60828	WORN PISTON PIN	604	11/10/92 CA921215207
(CAN) UPON REMOVAL OF CRACKED CYLINDER, THE PISTON PIN PLUG WAS FOUND EXCESSIVELY WORN ON ONE END. NO METAL CONTAMINATION HAS APPEARED IN THE OIL FILTER.									
7714		STBROS SD360	PWA PT6A65R	HARTZL HCB5MP3		SEAL 3022374	FAILED LT ENG TACH		1/1/98 AU980050
(AUS) LH ENGINE GAS GENERATOR TACHO GENERATOR SHAFT SEAL FAILED.									

\*\*\*\*\* DENOTES SIGNIFICANT OCCURRENCE



## INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

2/15/98 To 2/21/98 ISSUE: 98-08 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3260		SWRNGN SA226AT	GARRTT TPE33110UA			SWITCH 2751027001	FROZEN LT LDG DOWNLK		12/9/92 CA921217403
(CAN) LT MLG DID NOT INDICATE UP AND LOCKED AFTER TAKEOFF. OK ON DOWN AND LOCKED. INSP FOUND DOWNLOCK SWITCH FROZEN WITH ICE.									
5210		SWRNGN SA226TC	GARRTT TPE33110UA			CLICK CLACK H29497	BROKEN CABIN DOOR		12/4/92 CA921214404
(CAN) MAIN CABIN DOOR WOULD NOT OPEN. LOWER FORWARD CLICK-CLACK HAD FAILED TO OPEN OR RETRACT. END OF SHAFT BROKEN. SERVICE DIFFICULTY ALERT 90-12 ADDRESSES THIS ISSUE.									
6111		SWRNGN SA226TC	GARRTT TPE33110UA	HARTZL HCB3TN5	HARTZL	PIN SCREW AN5016	SHEARED PROPELLER LINK	847	11/18/92 CA921204407
(CAN) VIBRATION WAS FELT BELOW 70 KNOTS AND LOW OIL PRESSURE LIGHT CAME ON. ENGINE WAS SHUTDOWN. INSPECTION REVEALED ONE PROP BLADE HAD GONE TO FEATHER AND THE OTHER STAYED ON THE LOCKS. THIS HAPPENED AS A RESULT OF BLADE LINK PIN COMING OUT. IT WAS DETERMINED PROP BLADE COUNTERWEIGHT ANCHOR WAS REMOVED TO GREASE THE HUB AND THEN RE-INSTALLED BACKWARDS. THIS ALLOWS THE ANCHOR PLATE TO CONTACT THE PIN RETAINING SCREW AND PLACES A HIGH SHEAR LOAD ON THE SCREW WHICH EVENTUALLY FAILED AND ALLOWED PIN TO FALL OUT AS THE PROP WENT FROM A POSITIVE TO A NEGATIVE THRUST POSITION.									
7250		SWRNGN SA227AC	GARRTT TPE33111U	ROTOL R321482F8	GARRTT	BLADE 310160310	FAILED 1ST STAGE TURB		1/12/98 7313 AU980060
(AUS) FIRST STAGE TURBINE BLADES (3OFF) FAILED AT APPROXIMATELY MID SPAN. SEVERE DOWNSTREAM FOD TO SECOND AND THIRD STAGE TURBINE ASSEMBLIES.									
(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)									



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

## **SERVICE DIFFICULTY REPORT SUMMARY**

### **AIR CARRIER - INDEX**



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

**AIR CARRIER SUMMARY INDEX BY OPERATOR****2/15/98 To 2/21/98    ISSUE: 98-08    ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	7	5	0	6	0	3	0	21
	CA	0	40	33	0	34	5	26	11	149
	GL 09	0	0	1	0	0	0	0	0	1
	GL 25	0	9	0	0	0	0	0	0	9
	SO 09	0	1	0	0	0	0	0	0	1
AALA	SW 07	0	12	51	0	59	0	2	0	124
ABXA	GL 23	0	0	1	0	14	0	0	0	15
ASAA	NM 01	0	0	1	0	0	0	0	0	1
ASOA	SO 11	0	0	0	0	15	0	0	0	15
AWXA	WP 28	0	1	12	0	7	0	0	0	20
CALA	SW 09	0	3	4	0	39	0	3	0	49
CKSA	GL 23	0	0	1	0	0	0	0	0	1
COMA	SO 01	0	1	5	0	2	0	2	0	10
DALA	SO 27	0	3	5	0	12	0	1	0	21
EISA	SW 07	0	2	0	0	0	0	1	0	3
EQGA	SW 19	0	1	0	0	0	0	0	0	1
FDEA	SO 25	0	1	1	0	20	0	0	0	22
HNAA	EA 07	0	0	0	0	0	0	2	0	2
IPXA	SO 01	0	0	3	0	37	0	0	0	40
IXXA	GL 23	0	0	1	0	0	0	1	0	2
JBXA	SO 05	0	0	0	0	0	0	1	0	1
JGVR	CE 09	0	0	1	0	1	0	0	0	2
K3HA	EA 25	0	0	3	0	0	0	0	0	3
LR7A	AL 05	0	0	0	0	0	1	0	0	1
MALA	GL 15	0	1	3	0	0	0	0	0	4
MWEA	GL 31	0	1	2	0	1	0	0	0	4

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
N9WA	EA 11	0	0	0	0	1	0	0	0	1
NWAA	GL 01	0	5	25	0	10	0	3	0	43
ORJA	WP 11	0	0	0	0	0	0	1	0	1
P2EA	CE 05	0	1	0	0	15	0	0	0	16
P5CA	WP 23	0	1	0	0	0	0	0	0	1
P9OA	NM 01	0	0	1	0	0	0	0	0	1
PCAA	EA 13	0	0	2	0	0	0	1	0	3
PNSA	AL 03	0	0	3	0	0	0	1	0	4
QXEA	NM 09	0	0	3	0	0	1	0	0	4
RAAA	AL 03	0	0	1	0	0	0	0	0	1
REXA	SO 25	0	6	9	0	0	1	6	0	22
RRXA	WP 15	0	0	2	0	1	0	1	0	4
SABA	SO 33	0	1	1	0	0	0	0	0	2
SI3R	NE 03	0	0	0	0	0	0	1	0	1
SIMA	SW 21	0	0	3	0	1	0	0	0	4
SWAA	SW 07	0	3	2	0	21	0	0	0	26
SWIA	NM 07	0	1	2	0	0	0	0	0	3
TAOA	EA 15	0	1	6	0	0	0	0	0	7
TWAA	CE 05	0	2	5	1	2	0	2	0	12
UALA	WP 29	0	1	0	0	0	0	0	0	1
USAA	EA 19	0	3	11	0	13	0	5	0	32
VJ6A	SO 11	0	0	1	0	0	0	0	0	1
VNAA	GL 07	0	0	3	0	0	0	0	0	3
VTZA	EA 27	0	0	1	0	0	0	3	0	4
WTAA	WP 17	0	0	0	0	0	0	1	0	1
WWMA	WP 15	0	1	4	0	0	0	0	0	5
TOTALS		0	109	218	1	311	8	67	11	725

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

**AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL****2/15/98 To 2/21/98    ISSUE: 98-08    ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	0	0	0	1	0	7	0	8
AEROSP	ATR42*	0	0	0	0	0	0	1	0	1
AEROSP	ATR42300	0	0	2	0	1	0	1	0	4
AEROSP	ATR72212	0	0	2	0	15	0	0	0	17
AIRBUS	A300B4605R	0	0	0	0	11	0	1	0	12
AIRBUS	A300F4605R	0	1	0	0	0	0	0	0	1
AIRBUS	A320211	0	0	1	0	0	0	1	0	2
AIRBUS	A320212	0	0	1	0	0	0	0	0	1
AIRBUS	A320212	0	0	0	0	3	0	0	0	3
AIRBUS	A320231	0	1	3	0	0	0	0	0	4
BAC	146300A	0	0	0	0	2	0	0	0	2
BAG	BAE146200A	0	3	1	0	2	0	0	0	6
BAG	JETSTM3101	0	2	3	0	0	0	2	0	7
BAG	JETSTM3201	0	0	1	0	0	0	3	0	4
BAG	JETSTM3212	0	0	1	0	0	0	0	0	1
BEECH	100BEECH	0	0	1	0	0	0	0	0	1
BEECH	200BEECH	0	0	2	0	0	0	0	0	2
BEECH	58	0	0	1	0	0	0	0	0	1
BEECH	99	0	0	1	0	0	0	0	0	1
BEECH	A100	0	0	1	0	0	0	0	0	1
BEECH	B200	0	1	0	0	0	0	0	0	1
BEECH	B99	0	0	0	0	0	0	1	0	1
BEECH	D95A	0	1	0	0	0	0	0	0	1
BOEING	727100	0	0	0	0	0	0	1	0	1
BOEING	72721C	0	0	0	0	2	0	0	0	2
BOEING	72722	0	0	0	0	1	0	0	0	1
BOEING	727221	0	0	0	0	0	0	1	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	727222	0	0	1	0	0	0	0	0	1
BOEING	727223	0	5	10	0	15	0	0	0	30
BOEING	727224	0	0	2	0	15	0	0	0	17
BOEING	727225	0	1	6	0	1	0	0	0	8
BOEING	727227	0	1	11	0	31	0	1	0	44
BOEING	72722C	0	0	1	0	3	0	0	0	4
BOEING	727231	0	0	1	0	0	0	1	0	2
BOEING	727232	0	0	1	0	3	0	0	0	4
BOEING	727233	0	2	1	0	9	0	0	0	12
BOEING	727247	0	0	0	0	4	0	0	0	4
BOEING	72725	0	0	0	0	4	0	0	0	4
BOEING	727251	0	1	1	0	0	0	0	0	2
BOEING	727254	0	0	1	0	0	0	0	0	1
BOEING	72725C	0	0	2	0	0	0	0	0	2
BOEING	72727C	0	0	0	0	1	0	0	0	1
BOEING	7272A1	0	0	0	0	2	0	0	0	2
BOEING	72751C	0	0	0	0	10	0	0	0	10
BOEING	72790C	0	0	0	0	0	0	1	0	1
BOEING	737201	0	3	1	0	6	0	2	0	12
BOEING	737210C	0	1	0	0	13	0	0	0	14
BOEING	737217	0	0	1	0	0	0	0	0	1
BOEING	737222	0	1	0	0	15	0	0	0	16
BOEING	737232	0	0	1	0	0	0	0	0	1
BOEING	737275C	0	0	0	0	2	0	0	0	2
BOEING	737275C	0	0	2	0	0	0	0	0	2
BOEING	737277	0	0	3	0	0	0	0	0	3
BOEING	737296	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	7372B7	0	0	1	0	0	0	0	0	1
BOEING	7372H4	0	1	1	0	8	0	0	0	10
BOEING	7372Q8C	0	0	1	0	0	0	0	0	1
BOEING	7372U9	0	0	1	0	0	0	0	0	1
BOEING	73733A	0	0	0	0	7	0	0	0	7
BOEING	73733A	0	1	0	0	0	0	0	0	1
BOEING	737376	0	1	1	0	1	0	0	0	3
BOEING	737377	0	1	0	0	0	0	0	0	1
BOEING	7373B7	0	0	1	0	5	0	0	0	6
BOEING	7373G7	0	0	2	0	0	0	0	0	2
BOEING	7373H4	0	0	0	0	13	0	0	0	13
BOEING	7373T0	0	0	0	0	1	0	1	0	2
BOEING	7373Y0	0	0	1	0	0	0	0	0	1
BOEING	737401	0	0	1	0	0	0	0	0	1
BOEING	73749R	0	0	1	0	0	0	0	0	1
BOEING	7375H4	0	2	1	0	0	0	0	0	3
BOEING	747*	0	1	0	0	0	0	0	0	1
BOEING	747123F	0	0	1	0	1	0	0	0	2
BOEING	747132	0	1	0	0	0	0	0	0	1
BOEING	747133	0	1	1	0	0	0	0	0	2
BOEING	747151	0	0	0	0	0	0	1	0	1
BOEING	747212B	0	0	0	0	0	0	1	0	1
BOEING	747238B	0	0	0	0	0	0	1	0	1
BOEING	747251B	0	1	0	0	4	0	0	0	5
BOEING	747312	0	0	0	0	0	0	1	0	1
BOEING	757222	0	1	0	0	0	0	0	0	1
BOEING	757223	0	2	2	0	0	0	0	0	4

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	757225	0	0	2	0	2	0	0	0	4
BOEING	757232	0	0	0	0	4	0	0	0	4
BOEING	75728A	0	1	0	0	0	0	0	0	1
BOEING	7572B7	0	0	2	0	0	0	0	0	2
BOEING	767223	0	0	4	0	0	0	0	0	4
BOEING	767233	0	2	0	0	0	0	0	0	2
BOEING	7672B7	0	0	0	0	0	0	1	0	1
BOEING	767323	0	1	6	0	1	0	0	0	8
BOEING	767332	0	2	0	0	0	0	0	0	2
BOEING	767375	0	1	0	0	0	0	0	0	1
BRAERO	BAE125800A	0	0	1	0	0	0	0	0	1
BRAERO	HS7482A	0	1	0	0	1	0	0	0	2
BRAERO	HS7482B	0	1	0	0	0	0	0	0	1
CESSNA	152	0	0	0	0	0	0	0	1	1
CESSNA	172M	0	0	0	0	0	0	1	0	1
CESSNA	172N	0	0	1	0	1	0	0	0	2
CESSNA	182G	0	1	0	0	0	0	0	0	1
CESSNA	182R	0	0	0	0	0	0	0	1	1
CESSNA	185E	0	0	0	0	0	0	0	1	1
CESSNA	208	0	0	1	0	0	0	0	0	1
CESSNA	208B	0	0	0	0	1	0	0	0	1
CESSNA	401A	0	0	1	0	0	0	0	0	1
CESSNA	550	0	0	1	0	0	0	1	0	2
CESSNA	560CESSNA	0	0	0	0	1	0	0	0	1
CESSNA	650	0	8	0	0	0	0	0	0	8
CESSNA	A185E	0	0	1	0	0	0	0	0	1
CESSNA	A185F	0	0	0	0	0	0	0	1	1



AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
CNDAIR	CL2151A10	0	0	0	0	1	0	0	0	1
CNDAIR	CL2151A10	0	0	0	0	1	0	0	0	1
CNDAIR	CL6001A11	0	1	0	0	0	0	0	0	1
CNDAIR	CL6002A12	0	0	0	0	1	0	0	0	1
CNDAIR	CL6002B19	0	1	3	0	1	0	1	0	6
CVAC	340CVAC	0	0	0	0	1	0	0	0	1
DHAV	DHC2MK1	0	1	0	0	0	0	1	1	3
DHAV	DHC2MK3	0	1	0	0	1	0	0	0	2
DHAV	DHC3	0	2	1	0	1	0	0	0	4
DHAV	DHC6100	0	0	1	0	0	0	0	0	1
DHAV	DHC7*	0	0	0	0	1	0	0	0	1
DHAV	DHC7102	0	0	1	0	0	0	0	0	1
DHAV	DHC8*	0	0	0	0	1	0	0	0	1
DHAV	DHC8101	0	0	1	0	0	0	0	0	1
DHAV	DHC8102	0	11	8	0	2	1	6	0	28
DHAV	DHC8102	0	0	2	0	0	0	1	0	3
DHAV	DHC8201	0	0	0	0	0	0	2	0	2
DHAV	DHC8202	0	0	0	0	0	1	0	0	1
DHAV	DHC8301	0	1	0	0	0	2	1	0	4
DHAV	DHC8311	0	1	0	0	1	0	0	0	2
DORNER	DO328100	0	0	3	0	0	0	0	0	3
DOUG	DC1010	0	0	0	0	15	0	0	0	15
DOUG	DC1010F	0	0	0	0	1	0	0	0	1
DOUG	DC1030	0	3	2	0	2	0	0	0	7
DOUG	DC1040	0	0	1	0	0	0	0	0	1
DOUG	DC862	0	0	1	0	1	0	0	0	2
DOUG	DC862F	0	0	1	0	0	0	1	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC863	0	0	0	0	1	0	0	0	1
DOUG	DC871F	0	0	0	0	7	0	1	0	8
DOUG	DC873F	0	0	0	0	14	0	0	0	14
DOUG	DC8F54	0	0	1	0	0	0	0	0	1
DOUG	DC914	0	0	3	0	0	0	0	0	3
DOUG	DC915	0	0	1	0	1	0	0	0	2
DOUG	DC931	0	2	11	0	13	0	2	0	28
DOUG	DC932	0	2	8	0	2	0	0	1	13
DOUG	DC941	0	0	5	0	3	0	0	0	8
DOUG	DC951	0	2	4	0	2	0	0	0	8
DOUG	DC981	0	0	0	0	2	0	0	0	2
DOUG	DC982	0	3	10	0	8	0	2	0	23
DOUG	DC983	0	1	2	1	0	0	1	0	5
DOUG	MD88	0	1	0	0	1	0	0	0	2
EMB	EMB120	0	2	0	0	0	1	1	0	4
EMB	EMB120ER	0	0	2	0	0	0	0	0	2
EMB	EMB120RT	0	1	2	0	1	0	1	0	5
FOKKER	F28MK0100	0	1	9	0	0	0	2	0	12
FOKKER	F28MK1000	0	0	3	0	0	0	0	0	3
FOKKER	F28MK4000	0	0	3	0	0	0	0	0	3
FRCHLD	F27F	0	1	0	0	0	0	0	0	1
FRCHLD	SA227CC	0	0	1	0	0	0	0	0	1
FRCHLD	SA227DC	0	1	0	0	0	0	0	0	1
FRCHLD	SA227DC	0	1	0	0	0	0	0	0	1
GRUMAV	G21A	0	0	0	0	1	0	0	0	1
GULSTM	G1159A	0	1	0	0	0	0	0	0	1
GULSTM	G159	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
GULSTM	GA7	0	1	0	0	0	0	0	0	1
GULSTM	GIV	0	0	1	0	0	0	0	0	1
ISRAEL	1124	0	1	0	0	0	0	0	0	1
ISRAEL	1125	0	0	2	0	0	0	0	0	2
JETAIR	JETSTM4101	0	0	1	0	0	0	0	0	1
LKHEED	10113851	0	0	3	0	0	0	1	0	4
LKHEED	1011385114	0	0	0	0	0	0	1	0	1
LKHEED	10113853	0	1	0	0	0	0	0	0	1
LKHEED	188C	0	0	0	0	0	1	0	0	1
NAMER	HARVARDMK4	0	0	1	0	0	0	0	0	1
PARTEN	P68C	0	0	0	0	0	0	0	1	1
PIPER	PA31	0	0	0	0	0	0	1	0	1
PIPER	PA31310	0	0	0	0	0	0	0	1	1
PIPER	PA31350	0	1	0	0	0	0	0	3	4
SAAB	340B	0	3	6	0	0	0	1	0	10
SAAB	SF340A	0	4	9	0	0	1	4	0	18
SAAB	SF340A	0	0	0	0	0	0	1	0	1
STBROS	SD360	0	0	0	0	0	0	1	0	1
SWRNGN	SA226AT	0	0	1	0	0	0	0	0	1
SWRNGN	SA226TC	0	0	0	0	1	1	0	0	2
SWRNGN	SA227AC	0	0	1	0	0	0	1	0	2
SWRNGN	SA227AC	0	0	0	0	0	0	1	0	1
<b>TOTALS</b>		<b>0</b>	<b>109</b>	<b>218</b>	<b>1</b>	<b>311</b>	<b>8</b>	<b>67</b>	<b>11</b>	<b>725</b>

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

**THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR****2/15/98 To 2/21/98    ISSUE: 98-08    ZAC-326**

<b><u>OPER. DESIG.</u></b>	<b><u>OPERATOR NAME</u></b>	<b><u>FAA DIST. OFF.</u></b>
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
ASAA	ALASKA AIRLINES INC	NM01
ASOA	ATLANTIC SOUTHEAST AIRLINES INC	SO11
AWXA	AMERICA WEST AIRLINES INC	WP28
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
EISA	EXPRESS ONE INTERNATIONAL INC	SW07
EOGA	EXEC EXPRESS II INC	SW19
FDEA	FEDERAL EXPRESS CORP	SO25
HNAA	PIEDMONT AIRLINES INC	EA07
IPXA	UNITED PARCEL SERVICE CO	SO01
IXXA	AIR TRANSPORT INTERNATIONAL LIMITED	GL23
JBXA	MIDWAY AIRLINES CORPORATION	SO05
JGVR	DUNCAN AVIATION INC	CE09
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
LR7A	LYNDEN AIR CARGO	AL05
MALA	MESABA AVIATION INC	GL15
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
N9WA	NEW WORLD HET CORPORATION	EA11
NWAA	NORTHWEST AIRLINES INC	GL01
ORJA	RENO AIR INC	WP11
P2EA	VANGUARD AIRLINES INC	CE05
P5CA	POLAR AIR CARGO INC	WP23
P9OA	PRO AIR INC	NM01
PCAA	ALLEGHENY AIRLINES INC	EA13
PNSA	PENINSULA AIRWAYS INC	AL03
QXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
REXA	EXPRESS AIRLINES I INC	SO25
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
SABA	CCAIR INC	SO33
S13R	UNITED TECHNOLOGIES CORP	NE03
SIMA	SIMMONS AIRLINES INC	SW21

<b><u>OPER. DESIG.</u></b>	<b><u>OPERATOR NAME</u></b>	<b><u>FAA DIST. OFF.</u></b>
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07
TAOA	SHUTTLE INC	EA15
TWAA	TRANS WORLD AIRLINES INC	CE05
UALA	UNITED AIR LINES INC	WP29
USAA	USAIR INC	EA19
VJ6A	VALUJET AIRLINES INC	SO11
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WWMA	WINGS WEST AIRLINES INC	WP15

(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)

# JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

## PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

# JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

## JASC/ TITLE

### 11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

### 12 SERVICING

1210 FUEL SERVICING  
1220 OIL SERVICING  
1230 HYDRAULIC FLUID SERVICING  
1240 COOLANT SERVICING

### 18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS  
1810 HELICOPTER VIBRATION ANALYSIS  
1820 HELICOPTER NOISE ANALYSIS

### 21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM  
2110 CABIN COMPRESSOR SYSTEM  
2120 AIR DISTRIBUTION SYSTEM  
2121 AIR DISTRIBUTION FAN  
2130 CABIN PRESSURE CONTROL SYSTEM  
2131 CABIN PRESSURE CONTROLLER  
2132 CABIN PRESSURE INDICATOR  
2133 PRESSURE REGUL/OUTFLOW VALVE  
2134 CABIN PRESSURE SENSOR  
2140 HEATING SYSTEM  
2150 CABIN COOLING SYSTEM  
2160 CABIN TEMPERATURE CONTROL SYSTEM  
2161 CABIN TEMPERATURE CONTROLLER  
2162 CABIN TEMPERATURE INDICATOR  
2163 CABIN TEMPERATURE SENSOR  
2170 HUMIDITY CONTROL SYSTEM

### 22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM  
2210 AUTOPILOT SYSTEM  
2211 AUTOPILOT COMPUTER  
2212 ALTITUDE CONTROLLER  
2213 FLIGHT CONTROLLER  
2214 AUTOPILOT TRIM INDICATOR  
2215 AUTOPILOT MAIN SERVO  
2216 AUTOPILOT TRIM SERVO  
2220 SPEED-ATTITUDE CORRECT. SYSTEM  
2230 AUTO THROTTLE SYSTEM  
2250 AERODYNAMIC LOAD ALLEVIATING

### 23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM  
2310 HF COMMUNICATION SYSTEM  
2311 UHF COMMUNICATION SYSTEM  
2312 VHF COMMUNICATION SYSTEM  
2320 DATA TRANSMISSION AUTO CALL  
2330 ENTERTAINMENT SYSTEM  
2340 INTERPHONE & PA SYSTEM  
2350 AUDIO INTEGRATING SYSTEM  
2360 STATIC DISCHARGE SYSTEM  
2370 AUDIO/VIDEO MONITORING

### 24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM  
2410 ALTERNATOR-GENERATOR DRIVE  
2420 AC GENERATION SYSTEM  
2421 AC GENERATOR-ALTERNATOR  
2422 AC INVERTER  
2423 PHASE ADAPTER

### 24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR  
2425 AC INDICATING SYSTEM  
2430 DC GENERATING SYSTEM  
2431 BATTERY OVERHEAT WARN. SYSTEM  
2432 BATTERY/CHARGER SYSTEM  
2433 DC RECTIFIER-CONVERTER  
2434 DC GENERATOR-ALTERNATOR  
2435 STARTER-GENERATOR  
2436 DC REGULATOR  
2437 DC INDICATING SYSTEM  
2440 EXTERNAL POWER SYSTEM  
2450 AC POWER DISTRIBUTION SYSTEM  
2460 DC POWER/DISTRIBUTION SYSTEM

### 25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS  
2510 FLIGHT COMPARTMENT EQUIPMENT  
2520 PASSENGER COMPARTMENT EQUIPMENT  
2530 BUFFET/GALLEYS  
2540 LAVATORIES  
2550 CARGO COMPARTMENTS  
2551 AGRICULTURAL SPRAY SYSTEM  
2560 EMERGENCY EQUIPMENT  
2561 LIFE JACKET  
2562 EMERGENCY LOCATOR BEACON  
2563 PARACHUTE  
2564 LIFE RAFT  
2565 ESCAPE SLIDE  
2570 ACCESSORY COMPARTMENT  
2571 BATTERY BOX STRUCTURE  
2572 ELECTRONIC SHELF SECTION



## **26 FIRE PROTECTION**

2600 FIRE PROTECTION SYSTEM  
2610 DETECTION SYSTEM  
2611 SMOKE DETECTION  
2612 FIRE DETECTION  
2613 OVERHEAT DETECTION  
2620 EXTINGUISHING SYSTEM  
2621 FIRE BOTTLE, FIXED  
2622 FIRE BOTTLE, PORTABLE

## **27 FLIGHT CONTROLS**

2700 FLIGHT CONTROL SYSTEM  
2701 CONTROL COLUMN SECTION  
2710 AILERON CONTROL SYSTEM  
2711 AILERON TAB CONTROL SYSTEM  
2720 RUDDER CONTROL SYSTEM  
2721 RUDDER TAB CONTROL SYSTEM  
2722 RUDDER ACTUATOR  
2730 ELEVATOR CONTROL SYSTEM  
2731 ELEVATOR TAB CONTROL SYSTEM  
2740 STABILIZER CONTROL SYSTEM  
2741 STABILIZER POSITION INDICATING  
2742 STABILIZER ACTUATOR  
2750 TE FLAP CONTROL SYSTEM  
2751 TE FLAP POSITION IND. SYSTEM  
2752 TE FLAP ACTUATOR  
2760 DRAG CONTROL SYSTEM  
2761 DRAG CONTROL ACTUATOR  
2770 GUST LOCK/DAMPER SYSTEM  
2780 LE FLAP CONTROL SYSTEM  
2781 LE FLAP POSITION IND. SYSTEM  
2782 LE FLAP ACTUATOR

## **28 FUEL**

2800 AIRCRAFT FUEL SYSTEM  
2810 FUEL STORAGE  
2820 ACFT FUEL DISTRIB. SYSTEM  
2821 ACFT FUEL FILTER/STRAINER  
2822 FUEL BOOST PUMP  
2823 FUEL SELECTOR/SHUTOFF VALVE  
2824 FUEL TRANSFER VALVE  
2830 FUEL DUMP SYSTEM  
2840 ACFT FUEL INDICATING  
2841 FUEL QUANTITY INDICATOR  
2842 FUEL QUANTITY SENSOR  
2843 FUEL TEMPERATURE INDICATING  
2844 FUEL PRESSURE INDICATOR

## **29 HYDRAULIC POWER**

2900 HYDRAULIC POWER SYSTEM  
2910 HYDRAULIC, MAIN SYSTEM  
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN  
2912 HYDRAULIC FILTER-MAIN SYSTEM  
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN  
2914 HYDRAULIC HANDPUMP-MAIN  
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN  
2916 HYDRAULIC RESERVOIR-MAIN  
2917 HYDRAULIC PRESSURE REGULATOR-MAIN  
2920 HYDRAULIC, AUXILIARY SYSTEM  
2921 HYDRAULIC ACCUMULATOR-AUXILIARY  
2922 HYDRAULIC FILTER-AUXILIARY  
2923 HYDRAULIC PUMP-AUXILIARY  
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY  
2926 HYDRAULIC RESERVOIR-AUXILIARY  
2927 HYDRAULIC PRESSURE REGULATOR-AUX.  
2930 HYDRAULIC SYSTEM INDICATING  
2931 HYDRAULIC PRESSURE INDICATOR  
2932 HYDRAULIC PRESSURE SENSOR  
2933 HYDRAULIC QUANTITY INDICATOR  
2934 HYDRAULIC QUANTITY SENSOR

## **30 ICE AND RAIN PROTECTION**

3000 ICE/RAIN PROTECTION SYSTEM  
3010 AIRFOIL ANTI/DE-ICE SYSTEM  
3020 AIR INTAKE ANTI/DE-ICE SYSTEM  
3030 PITOT/STATIC ANTI-ICE SYSTEM  
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL  
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM  
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM  
3070 WATER LINE ANTI-ICE SYSTEM  
3080 ICE DETECTION

## **31 INSTRUMENTS**

3100 INDICATING/RECORDING SYSTEM  
3110 INSTRUMENT PANEL  
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)  
3130 DATA RECORDERS (FLT/MAINT)  
3140 CENTRAL COMPUTERS (EICAS)  
3150 CENTRAL WARNING  
3160 CENTRAL DISPLAY  
3170 AUTOMATIC DATA

## **32 LANDING GEAR**

3200 LANDING GEAR SYSTEM  
3201 LANDING GEAR/WHEEL FAIRING  
3210 MAIN LANDING GEAR  
3211 MAIN LANDING GEAR ATTACH SECTION  
3212 EMERGENCY FLOTATION SECTION  
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK  
3220 NOSE/TAIL LANDING GEAR  
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION  
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE  
3230 LANDING GEAR RETRACT/EXT. SYSTEM  
3231 LANDING GEAR DOOR RETRACT SECTION  
3232 LANDING GEAR DOOR ACTUATOR  
3233 LANDING GEAR ACTUATOR  
3234 LANDING GEAR SELECTOR  
3240 LANDING GEAR BRAKE SYSTEM  
3241 BRAKE ANTI-SKID SECTION  
3242 BRAKE  
3243 MASTER CYL/BRAKE VALVE  
3244 TIRE  
3245 TIRE TUBE  
3246 WHEEL/SKI/FLOAT  
3250 LANDING GEAR STEERING SYSTEM  
3251 STEERING UNIT  
3252 SHIMMY DAMPER  
3260 LANDING GEAR POSITION & WARNING  
3270 AUXILIARY GEAR (TAIL SKID)

## **33 LIGHTS**

3300 LIGHTING SYSTEM  
3310 FLIGHT COMPARTMENT LIGHTING  
3320 PASSENGER COMPARTMENT LIGHTING  
3330 CARGO COMPARTMENT LIGHTING  
3340 EXTERIOR LIGHTING  
3350 EMERGENCY LIGHTING

## **34 NAVIGATION**

3400 NAVIGATION SYSTEM  
3410 FLIGHT ENVIRONMENT DATA  
3411 PITOT/STATIC SYSTEM  
3412 OUTSIDE AIR TEMP. IND./SENSOR  
3413 RATE OF CLIMB INDICATOR  
3414 AIRSPEED/MACH INDICATING  
3415 HIGH SPEED WARNING  
3416 ALTIMETER, BAROMETRIC/ENCODER

### **34 NAVIGATION CONT'D**

3417 AIR DATA COMPUTER  
3418 STALL WARNING SYSTEM  
3420 ATTITUDE AND DIRECTION DATA SYSTEM  
3421 ATTITUDE GYRO & IND. SYSTEM  
3422 DIRECTIONAL GYRO & IND. SYSTEM  
3423 MAGNETIC COMPASS  
3424 TURN & BANK/RATE OF TURN INDICATOR  
3425 INTEGRATED FLT. DIRECTOR SYSTEM  
3430 LANDING & TAXI AIDS  
3431 LOCALIZER/VOR SYSTEM  
3432 GLIDE SLOPE SYSTEM  
3433 MICROWAVE LANDING SYSTEM  
3434 MARKER BEACON SYSTEM  
3435 HEADS UP DISPLAY SYSTEM  
3436 WIND SHEAR DETECTION SYSTEM  
3440 INDEPENDENT POS. DETERMINING SYSTEM  
3441 INERTIAL GUIDANCE SYSTEM  
3442 WEATHER RADAR SYSTEM  
3443 DOPPLER SYSTEM  
3444 GROUND PROXIMITY SYSTEM  
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)  
3446 NON RADAR WEATHER SYSTEM  
3450 DEPENDENT POSITION DETERMINING SYSTEM  
3451 DME/TACAN SYSTEM  
3452 ATC TRANSPONDER SYSTEM  
3453 LORAN SYSTEM  
3454 VOR SYSTEM  
3455 ADF SYSTEM  
3456 OMEGA NAVIGATION SYSTEM  
3457 GLOBAL POSITIONING SYSTEM  
3460 FLIGHT MANAGE. COMPUTING SYSTEM

### **35 OXYGEN**

3500 OXYGEN SYSTEM  
3510 CREW OXYGEN SYSTEM  
3520 PASSENGER OXYGEN SYSTEM  
3530 PORTABLE OXYGEN SYSTEM

### **36 PNEUMATIC**

3600 PNEUMATIC SYSTEM  
3610 PNEUMATIC DISTRIBUTION SYSTEM  
3620 PNEUMATIC INDICATING SYSTEM

### **37 VACUUM**

3700 VACUUM SYSTEM  
3710 VACUUM DISTRIBUTION SYSTEM  
3720 VACUUM INDICATING SYSTEM

### **38 WATER/WASTE**

3800 WATER & WASTE SYSTEM  
3810 POTABLE WATER SYSTEM  
3820 WASH WATER SYSTEM  
3830 WASTE DISPOSAL SYSTEM  
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

### **45 CENTRAL MAINT. SYSTEM**

4500 CENTRAL MAINT. COMPUTER

### **49 AIRBORNE AUXILIARY POWER**

4900 AIRBORNE APU SYSTEM  
4910 APU COWLING/CONTAINMENT  
4920 APU CORE ENGINE  
4930 APU ENGINE FUEL & CONTROL  
4940 APU START/IGNITION SYSTEM  
4950 APU BLEED AIR SYSTEM  
4960 APU CONTROLS  
4970 APU INDICATING SYSTEM  
4980 APU EXHAUST SYSTEM  
4990 APU OIL SYSTEM

### **51 STANDARD PRACTICES/STRUCTURES**

5100 STANDARD PRACTICES/STRUCTURES  
5101 AIRCRAFT STRUCTURES  
5102 BALLOON REPORTS

### **52 DOORS**

5200 DOORS  
5210 PASSENGER/CREW DOORS  
5220 EMERGENCY EXIT  
5230 CARGO/BAGGAGE DOORS  
5240 SERVICE DOORS  
5241 GALLEY DOORS  
5242 E/E COMPARTMENT DOORS  
5243 HYDRAULIC COMPARTMENT DOORS  
5244 ACCESSORY COMPARTMENT DOORS  
5245 AIR CONDITIONING COMPART. DOORS  
5246 FLUID SERVICE DOORS

5247 APU DOORS  
5248 TAIL CONE DOORS  
5250 FIXED INNER DOORS  
5260 ENTRANCE STAIRS  
5270 DOOR WARNING SYSTEM  
5280 LANDING GEAR DOORS

### **53 FUSELAGE**

5300 FUSELAGE STRUCTURE (GENERAL)  
5301 AERIAL TOW EQUIPMENT  
5302 ROTORCRAFT TAIL BOOM  
5310 FUSELAGE MAIN STRUCTURE  
5311 FUSELAGE MAIN FRAME  
5312 FUSELAGE MAIN BULKHEAD  
5313 FUSELAGE MAIN LONGERON/STRINGER  
5314 FUSELAGE MAIN KEEL  
5315 FUSELAGE MAIN FLOOR BEAM  
5320 FUSELAGE MISCELLANEOUS STRUCTURE  
5321 FUSELAGE FLOOR PANEL  
5322 FUSELAGE INTERNAL MOUNT STRUCTURE  
5323 FUSELAGE INTERNAL STAIRS  
5324 FUSELAGE FIXED PARTITIONS  
5330 FUSELAGE MAIN PLATE/SKIN  
5340 FUSELAGE MAIN ATTACH FITTINGS  
5341 WING ATTACH FITTINGS (ON FUSELAGE)  
5342 STABILIZER ATTACH FITTINGS  
5343 LANDING GEAR ATTACH FITTINGS  
5344 FUSELAGE DOOR HINGES  
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS  
5346 POWERPLANT ATTACH FITTINGS  
5347 SEAT/CARGO ATTACH FITTINGS  
5350 FUSELAGE AERODYNAMIC FAIRINGS

### **54 NACELLES/PYLONS**

5400 NACELLE/PYLON STRUCTURE  
5410 MAIN FRAME (ON NACELLE/PYLON)  
5411 FRAME/SPAR/RIB(NACELLE/PYLON)  
5412 BULKHEAD/FIREWALL (NAC/PYLON)  
5413 LONGERON/STRINGER (NAC/PYLON)  
5414 PLATE SKIN (NAC/PYLONS)  
5415 ATTACH FITTINGS (NAC/PYLON)

### **55 STABILIZERS**

5500 EMPENNAGE STRUCTURE  
5510 HORIZONTAL STABILIZER STRUCTURE  
5511 HORIZONTAL STABILIZER SPAR/RIB  
5512 HORIZONTAL STABILIZER PLATE/SKIN  
5513 HORIZONTAL STABILIZER TAB STRUCTURE  
5520 ELEVATOR STRUCTURE

**55 STABILIZERS CONT'D**

5521 ELEVATOR SPAR/RIB STRUCTURE  
5522 ELEVATOR PLATES/SKIN STRUCTURE  
5523 ELEVATOR TAB STRUCTURE  
5530 VERTICAL STABILIZER STRUCTURE  
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE  
5532 VERTICAL STABILIZER PLATES/SKIN  
5533 VENTRAL STRUCTURE (ON VERT. STAB)  
5540 RUDDER STRUCTURE  
5541 RUDDER SPAR/RIB STRUCTURE  
5542 RUDDER PLATE/SKIN STRUCTURE  
5543 RUDDER TAB STRUCTURE  
5550 EMPENNAGE FLT. CONT. ATTACH FITTING  
5551 HORIZONTAL STABILIZER ATTACH FITTING  
5552 ELEVATOR/TAB ATTACH FITTINGS  
5553 VERT. STAB. ATTACH FITTINGS  
5554 RUDDER/TAB ATTACH FITTINGS

**56 WINDOWS**

5600 WINDOW/WINDSHIELD SYSTEM  
5610 FLIGHT COMPARTMENT WINDOWS  
5620 PASSENGER COMPARTMENT WINDOWS  
5630 DOOR WINDOWS  
5640 INSPECTION WINDOWS

**57 WINGS**

5700 WING STRUCTURE  
5710 WING MAIN FRAME STRUCTURE  
5711 WING SPAR STRUCTURE  
5712 WING RIB STRUCTURE  
5713 WING LONGERON/STRINGER  
5714 WING CENTER BOX  
5720 WING MISCELLANEOUS STRUCTURE  
5730 WING PLATES/SKINS  
5740 WING ATTACH FITTINGS  
5741 WING, FUSELAGE ATTACH FITTINGS  
5742 WING, NAC/PYLON ATTACH FITTINGS  
5743 WING, LANDING GEAR ATTACH FITTINGS  
5744 CONTROL SURFACE ATTACH FITTINGS  
5750 WING CONTROL SURFACE STRUCTURE  
5751 AILERON STRUCTURE  
5752 AILERON TAB STRUCTURE  
5753 TE FLAP STRUCTURE  
5754 LEADING EDGE DEVICE STRUCTURE  
5755 SPOILER STRUCTURE

**61 PROPELLERS/PROPULSORS**

6100 PROPELLER SYSTEM  
6110 PROPELLER ASSEMBLY  
6111 PROPELLER BLADE SECTION  
6112 PROPELLER DE-ICE BOOT SECTION  
6113 PROPELLER SPINNER SECTION  
6114 PROPELLER HUB SECTION  
6120 PROPELLER CONTROL SYSTEM  
6121 PROPELLER SYNCHRONIZER SECTION  
6122 PROPELLER GOVERNOR  
6123 PROPELLER FEATHERING/REVERSING  
6130 PROPELLER BRAKING  
6140 PROPELLER INDICATING SYSTEM

**62 MAIN ROTOR**

6200 MAIN ROTOR SYSTEM  
6210 MAIN ROTOR BLADES  
6220 MAIN ROTOR HEAD  
6230 MAIN ROTOR MAST/SWASHPLATE  
6240 MAIN ROTOR INDICATING SYSTEM

**63 MAIN ROTOR DRIVE**

6300 MAIN ROTOR DRIVE SYSTEM  
6310 ENGINE/TRANSMISSION COUPLING  
6320 MAIN ROTOR GEARBOX  
6321 MAIN ROTOR BRAKE  
6322 ROTORCRAFT COOLING FAN SYSTEM  
6330 MAIN ROTOR TRANSMISSION MOUNT  
6340 ROTOR DRIVE INDICATING SYSTEM

**64 TAIL ROTOR**

6400 TAIL ROTOR SYSTEM  
6410 TAIL ROTOR BLADE  
6420 TAIL ROTOR HEAD  
6440 TAIL ROTOR INDICATING SYSTEM

**65 TAIL ROTOR DRIVE**

6500 TAIL ROTOR DRIVE SYSTEM  
6510 TAIL ROTOR DRIVE SHAFT  
6520 TAIL ROTOR GEARBOX  
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

**67 ROTORS FLIGHT CONTROL**

6700 ROTORCRAFT FLIGHT CONTROL  
6710 MAIN ROTOR CONTROL  
6711 TILT ROTOR FLIGHT CONTROL  
6720 TAIL ROTOR CONTROL SYSTEM  
6730 ROTORCRAFT SERVO SYSTEM

**71 POWERPLANT**

7100 POWERPLANT SYSTEM  
7110 ENGINE COWLING SYSTEM  
7111 COWL FLAP SYSTEM  
7112 ENGINE AIR BAFFLE SECTION  
7120 ENGINE MOUNT SECTION  
7130 ENGINE FIRESEALS  
7160 ENGINE AIR INTAKE SYSTEM  
7170 ENGINE DRAINS

**72 TURBINE/TURBOPROP ENGINE**

7200 ENGINE (TURBINE/TURBOPROP)  
7210 TURBINE ENGINE REDUCTION GEAR  
7220 TURBINE ENGINE AIR INLET SECTION  
7230 TURBINE ENGINE COMPRESSOR SECTION  
7240 TURBINE ENGINE COMBUSTION SECTION  
7250 TURBINE SECTION  
7260 TURBINE ENGINE ACCESSORY DRIVE  
7261 TURBINE ENGINE OIL SYSTEM  
7270 TURBINE ENGINE BYPASS SECTION

**73 ENGINE FUEL & CONTROL**

7300 ENGINE FUEL & CONTROL  
7310 ENGINE FUEL DISTRIBUTION  
7311 ENGINE FUEL-OIL COOLER  
7312 FUEL HEATER  
7313 FUEL INJECTOR NOZZLE  
7314 ENGINE FUEL PUMP  
7320 FUEL CONTROLLING SYSTEM  
7321 FUEL CONTROL/ELECTRONIC  
7322 FUEL CONTROL/CARBURETOR  
7323 TURBINE GOVERNOR  
7324 FUEL DIVIDER  
7330 ENGINE FUEL INDICATING SYSTEM  
7331 FUEL FLOW INDICATING  
7332 FUEL PRESSURE INDICATING  
7333 FUEL FLOW SENSOR  
7334 FUEL PRESSURE SENSOR

#### **74 IGNITION**

7400 IGNITION SYSTEM  
7410 IGNITION POWER SUPPLY  
7411 LOW TENSION COIL  
7412 EXCITER  
7413 INDUCTION VIBRATOR  
7414 MAGNETO/DISTRIBUTOR  
7420 IGNITION HARNESS (DISTRIBUTION)  
7421 SPARK PLUG/IGNITER  
7430 IGNITION SWITCHING

#### **75 AIR**

7500 ENGINE BLEED AIR SYSTEM  
7510 ENGINE ANTI-ICING SYSTEM  
7520 ENGINE COOLING SYSTEM  
7530 COMPRESSOR BLEED CONTROL  
7531 COMPRESSOR BLEED GOVERNOR  
7532 COMPRESSOR BLEED VALVE  
7540 BLEED AIR INDICATING SYSTEM

#### **76 ENGINE CONTROLS**

7600 ENGINE CONTROLS  
7601 ENGINE SYNCHRONIZING  
7602 MIXTURE CONTROL  
7603 POWER LEVER  
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

#### **77 ENGINE INDICATING**

7700 ENGINE INDICATING SYSTEM  
7710 POWER INDICATING SYSTEM  
7711 ENGINE PRESSURE RATIO (EPR)  
7712 ENGINE BMEP/TORQUE INDICATING  
7713 MANIFOLD PRESSURE (MP) INDICATING  
7714 ENGINE RPM INDICATING SYSTEM  
7720 ENGINE TEMP. INDICATING SYSTEM  
7721 CYLINDER HEAD TEMP (CHT) INDICATING  
7722 ENG. EGT/TIT INDICATING SYSTEM  
7730 ENGINE IGNITION ANALYZER SYSTEM  
7731 ENGINE IGNITION ANALYZER  
7732 ENGINE VIBRATION ANALYZER  
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

#### **78 ENGINE EXHAUST**

7800 ENGINE EXHAUST SYSTEM  
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE  
7820 ENGINE NOISE SUPPRESSOR  
7830 THRUST REVERSER

#### **79 ENGINE OIL**

7900 ENGINE OIL SYSTEM (AIRFRAME)  
7910 ENGINE OIL STORAGE (AIRFRAME)  
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)  
7921 ENGINE OIL COOLER  
7922 ENGINE OIL TEMP. REGULATOR  
7923 OIL SHUTOFF VALVE  
7930 ENGINE OIL INDICATING SYSTEM  
7931 ENGINE OIL PRESSURE  
7932 ENGINE OIL QUANTITY  
7933 ENGINE OIL TEMPERATURE

#### **80 STARTING**

8000 ENGINE STARTING SYSTEM  
8010 ENGINE CRANKING  
8011 ENGINE STARTER  
8012 ENGINE START VALVES/CONTROLS

#### **81 TURBOCHARGING**

8100 EXHAUST TURBINE SYSTEM (RECIP)  
8110 POWER RECOVERY TURBINE (RECIP)  
8120 EXHAUST TURBOCHARGER

#### **82 WATER INJECTION**

8200 WATER INJECTION SYSTEM

#### **83 ACCESSORY GEARBOXES**

8300 ACCESSORY GEARBOXES

#### **85 RECIPROCATING ENGINE**

8500 ENGINE (RECIPROCATING)  
8510 RECIPROCATING ENGINE FRONT SECTION  
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION  
8540 RECIPROCATING ENGINE REAR SECTION  
8550 RECIPROCATING ENGINE OIL SYSTEM

## ***MECHANICS CREED***

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.